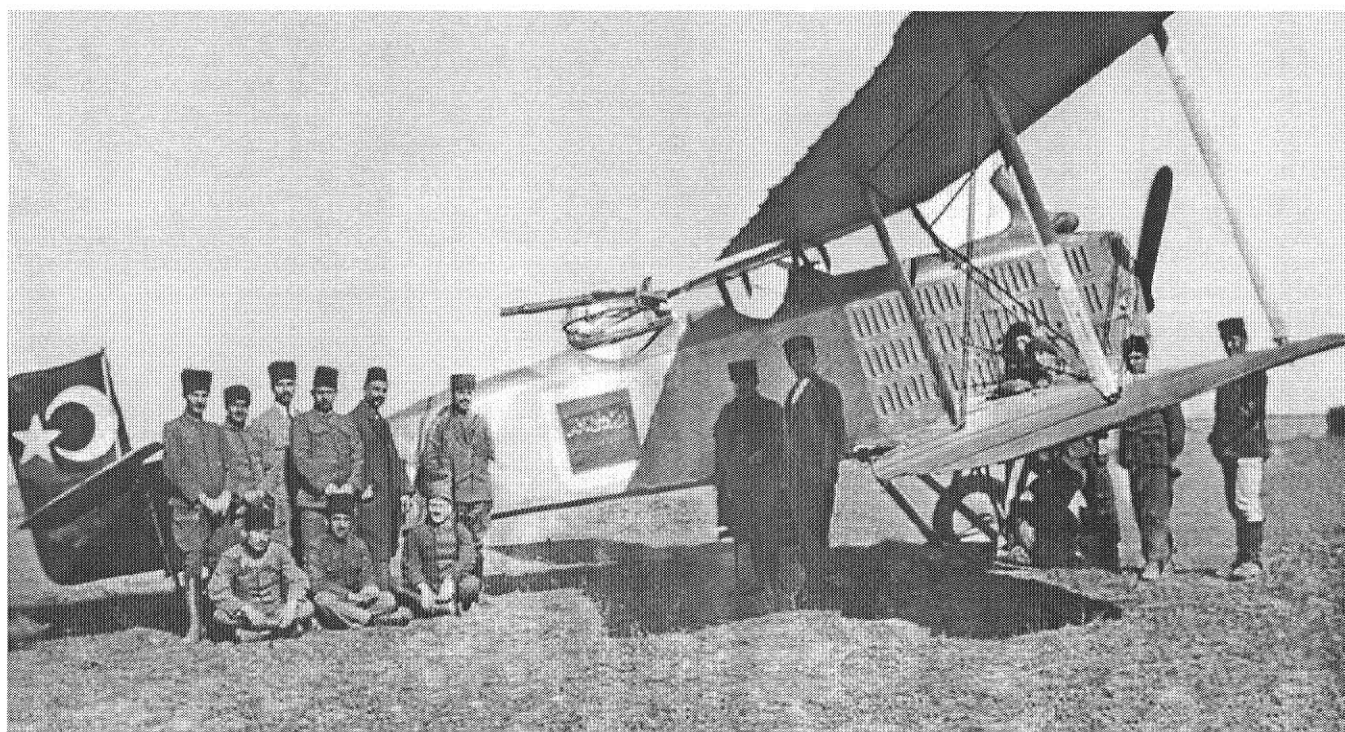


small air forces observer

vol. 32 no1 (125)
July 2008

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UN Aircraft in the Congo 1960-1964
Conflict in Asia Minor 1919-1922
Paraguayan Mil Mi-8
Target: Franco

vol. 32 no. 1 (125)

July 2008

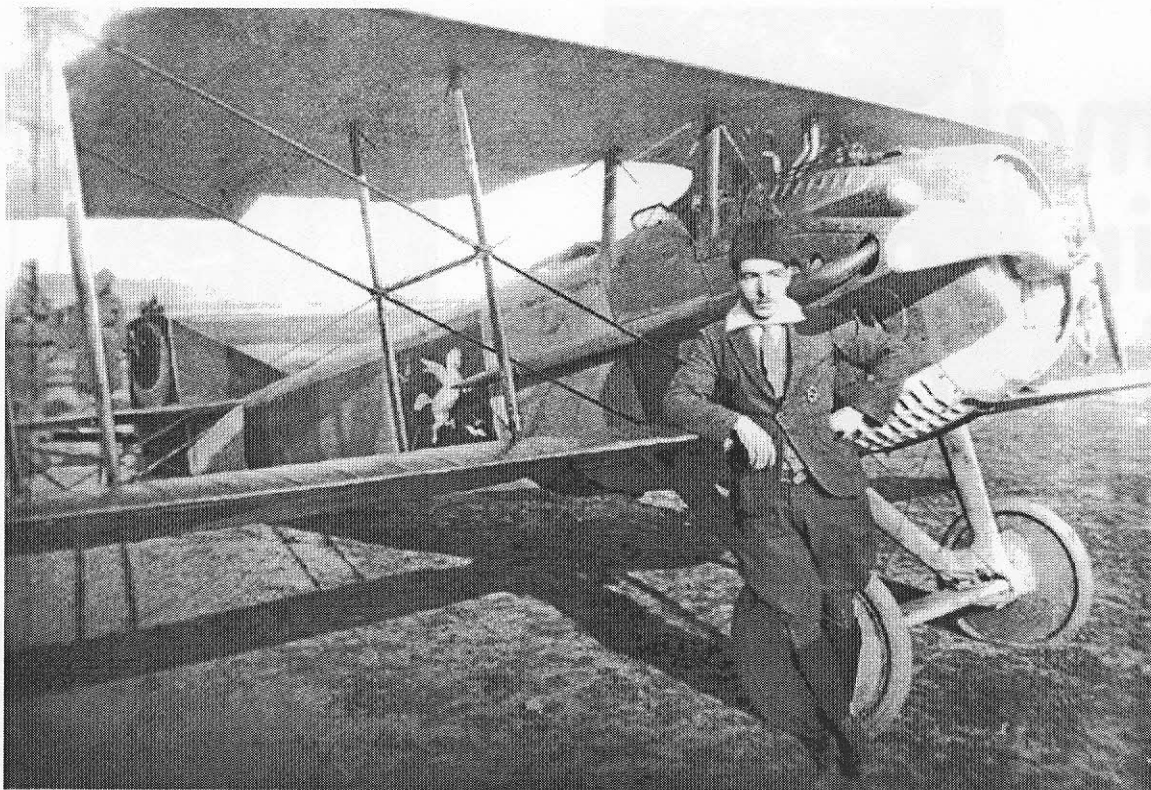


Figure 1

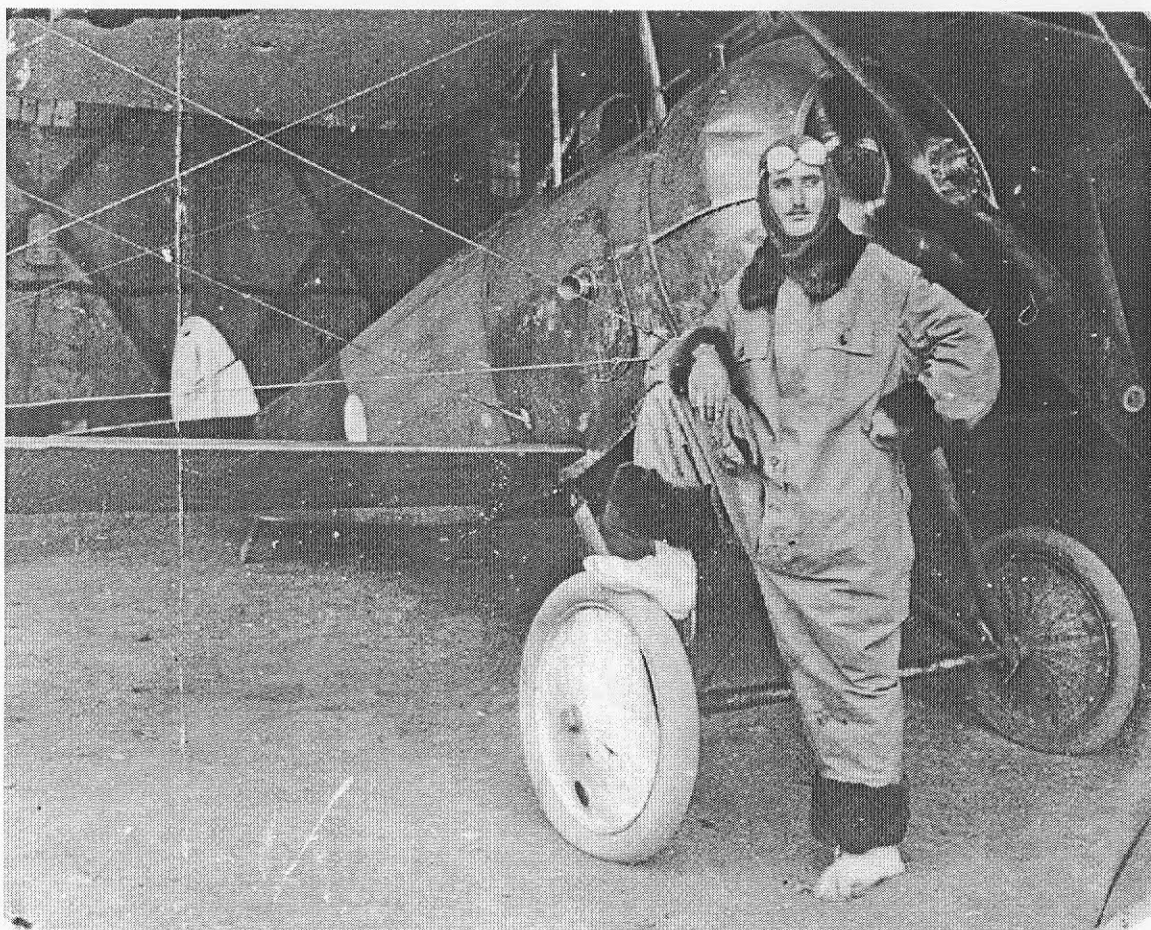


Figure 2

SMALL AIR FORCES OBSERVER

The Journal of the Small Air Forces Clearing House

E-Mail: saf@redshift.com

CONTENTS

Abstracts	4
Conflict in Asia Minor	
1919-1922 (Méchin)	7
Target Franco (Hotte)	23
UN Aircraft in the Congo (Koppel)	24
UN Missions 2004 (Koppel)	25
Paraguayan Mi-8 (Sapienza)	26
Decals (Armenia; Georgia; Lithuania; All Scale Decals)	28
Books (Nomonhan Incident; MiG-15; MiG-21; Italians in Paraguay; C-130 Production List; AHCB, #641 Enciclopedia #115 & #116;	30

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SAFCH WEB SITES: Our new website <www.safch.org> is just about ready to take off. On this site you will be able to see, in color, those photos that had to be printed in SAFO in black and white. You will also be able to chat with other members. Also, see our Small Air Force IPMS/USA Special Interest Group (SIG) web site at <<http://hometown.aol.com/rotorfrank/SmallAirForce.html>> for photos of models by the members.

COVER PHOTO: Conflict in Asia Minor 1919-1922: At Aksehir, a Breguet XIV of the Turkish Second Air Company was christened "Erzurumlu Nafiz" in honor of the intermediary who negotiated its purchase from the French. The plane has a modified nacelle and the vertical tail is partly dismantled. (AVIONS Collection via author)

YASIG, Yugoslav Aviation Special Interest Group

Nenad Mikklusev, Novosadskog Sajma 16/301, 21000 Novi Sad, Yugoslavia. All article in English. E-mail: yasig@eunet.yu. Web site: www.aeropoxy.freesevers.com.

Nenad has apparently replaced his YASIG Yearbooks with a series of monographs on Yugoslav aircraft. The first three cover two well-known Yugoslavian-designed fighters, the gull-winged IK-2 and the monoplane IK-3. While designed by the same pair of designers, they were built by two different companies. The third is the little-known biplane seaplane that looks like something out of WWI, but served into WWII.

Each monograph has color front and back covers, 2 pages of photos, a short text describing the history of the a/c, multi-view scale drawings of all variants,

and multi-view drawings showing the camouflage and placement of the markings. Colors are identified by FS 595 numbers. And, best of all, it's all in English. See page 6 for thumbnails of the covers.

Ikarus SM. 20 A-4 size pages. One page of text. A 2 page 1/72-scale multi-view line drawing; 8 3-view tone drawing; 27 profile drawings (4 in color), and 8 photos.

Ikarus IK-2. 36 A-4 size pages. Four pages of text; 10 pages of multi-view 1/48-scale drawings (IK-L1, IK-02, & IK-2 series); drawings of instrument panel, national insignia, &

lettering; five 4-view tone drawing (including one Croatian; 10 b&w profile drawings (including 2 Croatian); 4 color profile drawings (including one Croatian); and 8 photos.

Rogozarski IK-3. 44 A-4 size pages. Eight pages of text; 20 pages of multi-view 1/48-scale drawings (prototype, first production, 2nd batch; test a/c; Daimler Benz powered a/c; & 2-seat project); drawings national insignia & lettering; three 4-view tone drawing; 19 profile drawings (including 4 in color); and 8 photos

AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION

(APMA, PO Box 51, Strathfield, NSW 2135; 4 issues airmail AS40. International payment is best handled via Paypal at iansharyn@bigpond.com.au). Web Site: www.apma.org.

1-08 (28 pages) "Katangan T-6 Texans" an 11-page co-print of the article in October 2007 SAFO including 4 photos and three 3-view drawings. "Air America DHC-6 Twin Otters" 3 pages including 3 profile drawings. "Barracudas de l'Armée de l'Air" 2 pages on the a/c of the ELA 1/56 (Special Duties Squadron) including a profile drawing (Barracuda) and a photo (Lysander). "Hawker Fury (Griffon 85)" one page multi-view drawing. The 4 pages of the cover are now in color [RAAF Mirage III, SP-2E Neptune (2), & F-4E, and Trans Australia Airlines Viscount (2)]. Non aviation articles include: "Soviet OB-3 Armoured Train" and "Chinese River Gunboats (Part 2)".

AUSTRIA

ÖFH NACHRICHTEN (Oesterreichische Flugzug Historiker, Pfenninggeldf 18/2/14, A-1160 Wien. Write for free sample.)

1/08 (40 pages) "Grundung der ersten Flugpostlinie (Teil I)" 5 pages on the beginning of airmail in Austria including 5 photos and a small 3-view scale drawing. "50 Jahre Austrian Airlines" 9 pages including 8 photos (4 in color) and complete fleet list. "Fiat C.R.20 (Tiel I)" 7 pages including 5 photos [Italy (3), Austria (1), & Lithuania (1)].

BELGIUM

KIT (IPMS Belgium, c/o Michel Willot, dreve de Champagne 14, B-1190 Bruxelles; French & Flemish. International Postal Money Order for \$30 for 4 issues.

#146 1/2007 Lost in the mails.

#147 3/2007 (52 pages) "L'Avro 626" 6 pages on the 626 in Belgian service including 10 photos of the real thing and 7 photos of the completed model. "Fokker D.VII" 4 pages on the D.VI in Belgian service including one photo of the real thing and 7 photos of the completed model.

#148 4/2007 (52 pages) "ELINT RB-50G Superfortress" 6 pages including 9 photos

of the completed model. "Mosquito T.3" 8 pages on the Mossie in Belgian service including 2 photos of the real thing, a 4-view scale tone drawings of 'MA-7', and 10 photos of the completed model. "The Hawker Tempest Mk.II in the IAF & PAF" 7 pages including 5 photos of the 1/72-scale Matchbox kit finished in Pakistani markings and 6 photos and conversion drawings on how to convert the Hobbycraft 1/48-scale Sea Fury into an Indian Tempest Mk.II.

CZECH REPUBLIC

REVI: Dvoumesicnik a letadlech a letcicch. REVI Publications, PO Box 143, Svojsikova 1588, 708 00 Ostrava-Poruba, Czech Republic. E-mail: redakce@revi.cz. Web site: www.revi.cz. Text in Czech and photo captions in Czech and English.

[Ed: Revi is very difficult to review. It's not that it not a good magazine. On the contrary, it a great magazine with lots of color photos and drawings with lengthy captions in English. However, it does have a non-conventional format; articles that go on for issues, photos and color drawings relating to the kit reviews. It's all difficult to unravel if you don't understand Czech. Therefore, I'm going to list only the color drawings and let them suggest the content.]

#55 (56 pages) "Nakajima B6N2 Tenzan" 4 pages of multi-view scale drawings and 5 color profile drawings. "Mavis vs B-17" 2 color profile drawing (Mavis & B-17) and a table of Mavis loses from 20.8.1942 to 14.11.42 (19 victories mainly by Wildcats, but 6 by B-17, 3 by SBD, and one by a PBY. "Naughty Bolshevik Nieuports" 13 photos and 5 color profile drawings of a/c with naked women decoration. Color profile drawings of 3 German Fokker D VII.

#56 (56 pages) "Czech Aircraft in Luftwaffe Insignia" 15 photos (B-35, B-135, Be-50, Be-51, Be-252, A-200, E-114, Be-60, Zlin-XV, & Zlin-XII). "Czechoslovak AF B-24" 2 color profile drawings. Color profile drawings Japanese aircraft [Sonia (3)]. Color profile drawings of 5 Fokker D VII.

#57 (56 pages) "Lockheed F-104C/D" 2 pages of multi-view scale drawings and 4 color profile drawings (USAF), "Malta" 3 color profile drawings (Maryland, Baltimore, & Spitfire XI). "Operation

Bodenplatte" 6 color profile drawings [Typhoon (4) & Spitfire (2)]. Color profile drawing of Japanese a/c [Kate (2), Grace (2), & Willow]. The cover photo should inspire someone to build a great diorama: it shows a Me 109 damaged (destroyed?) by running into the starboard engine of a Ju 52. The Ju 52 looks unperturbed]

#58 (56 pages) "Piaggio P.105B" 2 color profile drawings. "Red Hungarian Air Force" Color 2-view drawings (Phoenix C.I) and a color profile drawing (Aviatik D.I). "Legend z Maly" 3 color profile drawings (RAF Beaufort, Italian Cant Z.506, & USAAF F-5B), "Lockheed F-104G/S" 4 pages of multi-view scale drawings and 4 color profile drawings (Canada, Spain, Japan, & Italy). [Ed: Included is a review of the RS Models' kit of the Marton X/V, a twin-engine, push/pull, twin-boom Hungarian fighter. This is a type previously unknown to me. Can anyone provide information, particularly a scale 3-view drawing?]

[Ed: These four Revi magazines were sent to the SAFCH in exchange for a subscription to SAFO. To help balance the SAFCH budget, these, and previous issues, are offered for sale through the SAFCH Sales Service for \$4.00 each plus postage. Write or e-mail saf0@redshift for list of available issues.]

FINLAND

FINNISH AIR FORCE SIG, c/o Nils R. Treichel, Gustav-Adolf-Str.16, 27404 Zeven, Germany. Entirely in English.

No. 26 (10 pages) "Buzzards for Sale" 2 pages on the Finnish Martinsyde F.4 including 4 side-view drawings ('8E.1', 'MA-24', 'MA-23', & 'MA-25'). "Red Finnish Air Force" 2 pages including 2-view drawings of Nieuport 21 and 10. The Red Finnish AF continued to carry the Czarist roundels. "Junkers Tin Donkey" 2 pages on Finnish AF W43fa bombers including two 2-view drawing 'JU-124' & 'JU-127'. "On the Border" one page on Finnish Border Guard helicopters including a side-view drawing of Agusta Bell 412 'OH-HVD'. [Ed: A great little issue.]

MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs). Text in Finnish.

1/2008 #170 (28 pages) "Falkandien Sea Harrier FRS.1 (osa 2)" 3 page including 10 photos of the model in various stages of construction.

SUOMEN

ILMAILUHISTORIAALLINEN LEHTI

(Pentti Manninen, Jakomaentie 8 b C 300, 00770 Helsinki. Subscription: Europe 26 euro, elsewhere 32 euro, and 45 USD. Payment by International Postal Order or in cash notes; no (cheques not accepted because of high redemption rates). Each issue includes a 2-page English summary.

2/2008 (24 pages) "Tampella Aviation Engine Works: Part 1" 4 pages including 5 photos. "Atle Bloomqvist: Aviation Pioneer" 4 pages including 6 photos (Tiira, Blomqvist-Nyberg, & Letov S-218). "Blomqvist No.6: Rotor Wing Aircraft" 2 pages with a 2-view drawing of a proposed aircraft with rotors running spanwise in the canard, main wing, and horizontal stabilizer. "The First National Insignia of the Finnish Air Force: Part 2" 3 pages describing the evolution of the national insignia from its official approval in 1934 to the adoption of the post-WWII roundels. "VKT 12.70 LKK/42 - No Copy of Colt: Part 3" 3 pages. "Hover MF.11" a 2-page multi-view drawing of the camouflage pattern used on 'NK-172'"

AVIONS: Toute l'Aeronautique et son Histoire (Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. 50 euro for 6 issues).

#163 Mai/Juin 2008 (72 pages) "L'As du Chtourmovik" 8 pages including 14 photos and 6 color profile drawings [Po-2 (1), Il-2 (4), Il-28 (1)]. "De la guerre d'Indochine a la guerre d'Algerie" 10 pages including 12 photos (Dakota, Flamant, Bretagne, Magister). "Les Potez 56 de la Marine" 13 pages including 41 photos and a table listing history of all 20 individual Potez 567. "Hiroyoshi Nishizawa: l'as japonais que l'on surnommait 'le Diable' (2^e partie)": 12 pages including 29 photos and 4 color profile drawings (Zero, P-39D, F4F-4, P-40E). "Le tir axial a travers l'helice (2^e partie)" 8 pages on synchronized machineguns in WWI including 14 photos and numerous drawings of mechanisms. "Info-Maquettes et livres" 2 pages with reviews of 7 kits and 13 books. [Ed: 1/72 releases of interest are: Azur Romanian IAR 39, Dujin Besson

MB.411, Special Hobby a Blenheim IV, and from MPM a Wellington II. A book of great small-air-force interest is *L'aviation militaire Belge, tome 2 1920-1940.*]

GERMANY

FLIEGER REVUE EXTRA (Verlag Fliegerrevue, Herrn Detlef Billig, Oranienstrasse 48, D-13469 Berlin. 4 issues per year, \$66 surface. Payment by check drawn on German bank)

#19 Lost in mails

#20 Marz 2008 (116 pages) "Die Aufklarungsflieger der DDR: Von MiG-17 zur Su-22M4" 24 pages on East German photo-reconnaissance aviation including 41 photos, tables, one map, and 8 color profile drawings [MiG-21F-13, MiG-21M, MiG-21UM, Su-22M4, Il-14P, An-26, Mi-2, & Mi-8TB]. "Zeitenwende - Die russischen Luftstreitkräfte im Wandel (Teil 1)" 44 pages on the status of Russian military aviation upon the dissolution of the Soviet Union. Includes 46 photos, tables (too numerous to count) listing the types and numbers of a/c in each district (regiment?) along with maps showing the location of the airfields, and 3 color profile drawings (MiG-25). [Ed: The maps are difficult to read since they include only city names and lack names of countries.] "Darfur - Der Krieg der Antonow-Bomber im Sudan" 22 pages including 39 photos of both Sudanese AF and UN aircraft, one map, 2 tables listing individual Sudanese AF a/c and individual transport a/c carrying the ST-registration, and 6 color profile drawings [An-12 An-24, An-26, A-5C (2), MiG-29]. "Kroatiens Luftwaffe (Teil 3) Auf dem Weg in die NATO" 16 pages including 38 photos and 5 color profile drawings (Canadair CL-415, Pilatus PC-9, Bell 206B, MiG-21UMD, & Mil Mi-171Sch).

ITALY

JP-4 Mensile di Aeronautica (JP-4, Via XX Settembre 60, 50129 Firenze; L 27.000. English summary of selected articles.

#4 Aprile 2008 (100 pages) Color photos: RAAF B.707 & Kaman SH-2G, Iraq King Air 350, Slovakia MiG-29, Singapore Pilatus PC-21, & Slovenia Bell 412. "La componente aerea della Guardia Costiera" 4 pages including 7 photos and a color profile drawings of Italian Coast Guard a/c. "Incidenti Militari" one page including 3 photos (Uruguay PC-7, Iraq Mi-17).

#5 Maggio 2008 (100 pages) Color photos: Saudi Arabia E-3 '1802'; Brazil F-5BR; India MiG-29KUB; Finland NH90 'NH-203'; Indonesia CN-235; Iraq Cessna 208 'YI-114'; Singapore PC-21 '9104'; & Serbia IAR-99. "1^o Typhoon Meet a Moron" 6 pages including 13 photos (RAF, Germany, Italy, & Spain).

NETHERLANDS

MODELBOUW IN PLASTIC (IPMS-Nederland, c/o Luuk Boerman, Kerkstraat 2, 2471 AP Zwammerdam. E-mail: lucasb@normadblend.nl.

2/2008 (40 pages) "Classic Airframes 1/48 Gloster Meteor F.Mk.8" 6 pages including 12 photos of the model under construction and completed in Dutch markings. "Hasegawa 1/72 B-26B/C Marauder" 2-page kit review with critique of four other 1/72-scale B-26 kits. "Revell 1/32 Sea Venom" 2-page kit review including 4 photos of model finished in RAN markings. "Airfix 1/72 Britten Norman Islander/Defender" 2 pages including one photo of model finished in Philippine Navy markings and 4 photos of the Defender in the Belgian aviation museum.

POLAND

LOTNICTWO (Krzysztof Zalewski, ul Grochowska 306/310, pok. 206, 03-840 Warszawa. E-mail: kz@magnum-x.pl.)

2/2008 Luty (100 pages) "Airtech (CASA/IPTN) CN-235 (cz.I)" 8 pages including 18 photos (South Africa, Saudi Arabia, Morocco, Chile, Gabon, France, Spain, & South Korea). "Smiglowiec wsparcia" 3 pages including 9 photos of Colombian AH-60. "Seeker" 4 pages on the Aviation Jordan observation a/c including 6 photos (Jordan AF and Iraqi AF) and a scale 3-view drawing. [Ed: a nice scratch-building project for the adventurous modeler.] "Boeing F-15A/B/C/D Eagle (cz.II)" 14 pages including 22 photos, 4 color profile drawings, and a list of 39 aerial victories over Iraq. "Sily Powietrzne Federacji Rosyjskiej (cz.I)" 12 pages including 22 photos. "59.Pulk Szkolno-Bojowy" 8 pages including 15 photos of Polish MiG-17. "Me 410 Hornisse (cz.II)" 7 pages including 13 photos, 4 color profile drawings, and 4 side-view drawings. "Muzeum Malezyjskich Sil Powietrznych" 6 pages on the aircraft in the Malaysian museum including 19 photos (Pioneer, Twin Pioneer, Chipmunk Provost, Bulldog, Dove,

Cessna 310, Heron, Caribou, Tebuan, Sabre, Alouette III, Bell 47, Skyhawk, Albatross, & Wasp). A 2-page color poster pullout of the Polish Air Force's CASA C-295M '019' that crashed on 23 January 2008 with the loss of 20 airmen.

3/2008 Marzec (100 pages) Color photos: Singapore Pilatus PC-21 Japanese KC-767, South Africa Super Lynx, & Croatian Mi-171Sz. "Airtech (CASA/IPTN) CN-235 (cz.II)" 6 pages including 9 photos (Ireland, Turkey, & Spain) and a scale 3-view drawing. "Boeing F-15A/B/C/D Eagle (cz.III)" 12 pages including 20 photos [Israel (12), Japan (5), & Saudi Arabia (3)], 4 color profile drawings [Israel (3) & Saudi Arabia (1)], and a table listing Israeli F-15 victories by date, victim, pilot, unit, a/c s/n, & weapon. "Polskie I bolszewickie lotnictwo w walkach na linii rzeki Berezyny od marca do lipca 1920 r." 7 pages including 10 contemporary photos and 3 color photos of models (Polish LVG C-V, Spad S.VII, & DFW C.V; and Bolshevik Spad S.VII). "Me 410 Hornisse (cz.III)" 10 pages including 21 photos, 4 color profile drawings, and a 5-view scale drawing of Me 410A-1/U-2. "Bell YFL-1 Airabonita" 5 pages including 9 photos and a 7-view scale drawing.

USA

IPMS/USA JOURNAL (IPMS/USA, PO Box 2475, North Canton, OH 44720-0475 USA. Six issues per year: In USA: \$25 for adults (18 and older) and \$12 for juniors (17 and younger); Canada & Mexico \$30; all other \$32.)

March+April 2008 – Volume 20, Number 02 (80 pages) Nothing of small air force interest. Aviation articles are: "Building a 1:48 scale Grumman HU-16B from Scratch" and "Kitbashing the Matchbox and Tamiya kits into a Douglas A-1E".

May+June 2008 – Volume 20, Number 03 (74 pages) "Home-Made Haefelis" 6 pages on scratch-building a pair of Swiss Haefeli DH-3 including 13 photos of the models under construction and completed. "Twin Boom with a Bite" 5 pages on building the Classic Airframes' 1/48-scale Venom FB.1 including 16 photos of the models under construction and completed. "A Quirk in the Desert" 8 pages on building Roden's 1/48 scale BE-2c including 18 photos of the models under construction and completed. "Blackburn Buccaneer" a 4-page review of all kits including 5 photos of the real thing and one photo of a completed model (1/72 Frog kit).

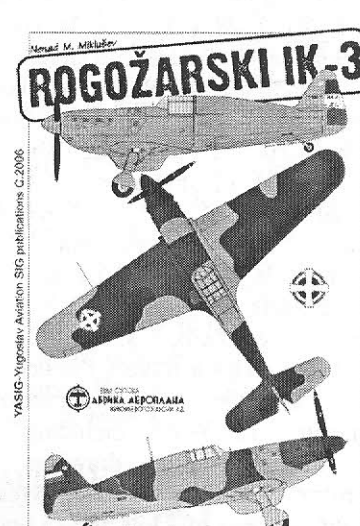
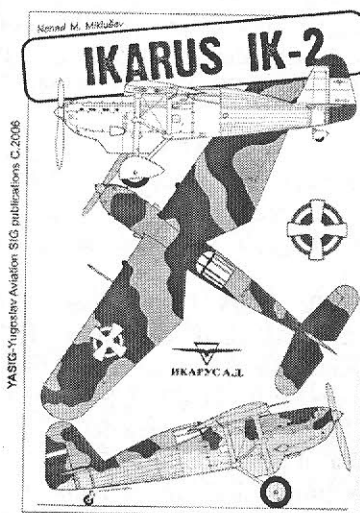
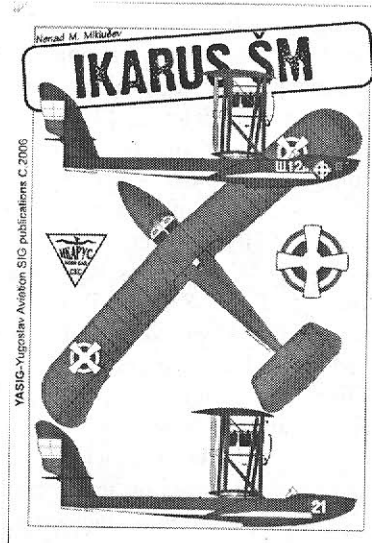
SKYWAYS: The Journal of the Airplane 1920-1940 (15 Crescent Rd.,

Poughkeepsie, NY 12601; 4 issues \$42.00 USA or \$47.00 overseas.).

No.85 Apr.2008 (80 pages) "US Air Mail Service ~ 90th Anniversary" 16 pages including 32 photos. "The Fokker D.VII in US Service" 8 pages including 11 photos and a table listing 'USAAS Fokker D.VII Fighters'. "Canadian Car and Foundry Company Model 10 Gregor FDB-I" 11 pages including 11 photos, a cut-a-way drawing, drawings showing the retraction of the landing gear, and a scale 3-view drawing. "Douglas DC-4E: Too Much, Too Soon" 9 pages including 12 photos, a 2-page cut-a-way drawing, and a scale 3-view drawing. "Fairchild Model 91 Amphibian" 6 pages with text from the original sales brochure in addition to 10 photos, a scale 3-view drawing, and a drawing showing the interior arrangements. "Pan American's Flying Boat Bases. Part 3: Atlantic Island and European Ports" 5 pages including 5 photos. "ID UNK (Identification Unknown)" 2 pages including 6 photos. "Reproductions and, Restorations" one page including one photo. "Cockpits: Navy Bellanca XSOE-1 Scout-Observation 'Floatplane'" 3 pages including 8 photos. "Models" 2. pages including 3 photos.

YASIG, Yugoslav Aviation Special Interest Group

Nenad Mikklusev, Novosadskog Sajma 16/301, 21000 Novi Sad, Yugoslavia. All article in English. E-mail: yasig@eunet.yu. Web site: www.aeropoxy.freesevers.com.



ΚΑΤΑΣΤΡΟΦΗ

The Conflict in Asia Minor 1919-1922

David Méchin

[Editor's note: This article first appeared in the March/April 2007 issue of the French magazine *Avions*. This English translation is by the author.]

One of the unintended consequences of the First World War was the conflict between Greece and Turkey in Asia Minor from 1919 to 1922. The mountainous terrain, coupled with the primitive transportation infrastructure, required both belligerents to rely heavily on aviation for observation duties. This provided aviators on both sides the opportunity to achieve heroic exploits despite using outdated equipment.

The post-WWI period and the Greek landing in Smyrna (May 1919-June 1920)

At the time of the capitulation of the Central Powers, Greece was in the camp of the winners. The Allies had imported the conflict to Greece in 1915 when they landed at Thessalonica which was quickly encircled by German-Bulgarian forces. The Greek Prime Minister, Eleftherios Venizélos, was favourable to the allies, but King Constantine, brother-in-law of the Kaiser, leaned on the side of the Central Powers. He dismissed Venizélos and maintained the neutrality of his country. Venizélos formed a rebel government in Thessalonica and raised troops who were engaged on the sides of the Allies.

In 1917, the allies forced the King into exile and Greece officially entered the war against the Central Powers. France then re-enforced the Macedonian Front against German-Bulgarian forces by contributing four escadrilles (N-531, AR 532, AR 533, and AR 534), all of which incorporated Greek personnel. The English had four naval squadrons based on the Aegean Islands facing the Dardanelles and the German-Turkish forces.

When WWI ended, the Allies left the country and gave their airplanes to the Greeks who found themselves with approximately seventy planes for their army (including 12 Nieuport 24, 8 Spad VII and XIII, 22 Dorand AR 2, and 12 Breguet 14) and around fifty for their navy (20 Sopwith Camels, some old Be2, five Airco DH 4 bombers, and several tens of Airco DH 9).

Venizélos seized the opportunity arising at the end of the Great War to increase Greek territory by

annexing territories in Turkey where a significant Greek minority has lived since antiquity. But, he knew that Greece was without resources and has to count on the support of the great powers. A skilful politician, he benefited from the mistrust of France and Great Britain of Italian ambitions in the Aegean Sea. He obtained the authorization to occupy "temporarily", before the conclusion of the peace treaty, the rich city of Smyrna (Izmir in Turkish) and areas with large Greek minorities in western Turkey. On 14 May 1919, the first Greek troops landed in Smyrna to the acclamations of the Greek population. The Moslem population resisted. Shots were fired and the resulting street battles resulted in a hundred deaths.

Venizélos knew that, if Greece hoped to control this province, it must win the approval of all nationalities that lived there. Therefore, the first measures taken by the civil governor, Aristidis Stérgiadis, were marked by a strict equity. Nevertheless, the Greeks were confronted by Turkish irregular troops, Chettés, who terrorized the backcountry, committing several massacres before retreating out of the zone of occupation.

A few days after the landing of the Greek troops, the town of Aydin was attacked by Turkish irregulars. This resulted in the first intervention of Greek aviation in the conflict. Early in the morning, in Athens, Ensign Panagiotis Panteloglou of the naval air force was called to an urgent meeting with the Ministry of the Navy, Miaoulis. On arrival, he was surprised to find not only the Minister, but Lieutenant Commander Panourgias, (Ensign Panteloglou superior), and King Alexandre. They informed Ensign Panagiotis of the critical situation at Aydin; stating that only aviation could intervene immediately by strafing the Chettés. Since Ensign Panteloglou, was a native of Asia Minor, he had been selected for this extremely hazardous mission. He was ordered to strafe the enemy until all his ammunition was exhausted, and then land where ever he is able to. "I asked for a map, but because of the urgency it was not possible to provide one. Panourgias said to me that I would not need one. I need only to take off from Athens and fly due east. I would recognize the objective by the smoke from the fires." Ensign

Panteloglou left the ministry in the royal car for the aerodrome at Tatoi, and took off around 10:30 hours in his Sopwith Camel. After an overflight of the Aegean Sea, he saw smoke on the horizon and found the town of Aydin without difficulty. His arrival panicked the Chettés. After firing all his ammunition, Panteloglou headed towards Smyrna in the hope of being able to land at the aerodrome of Kazamir. However, his attention is attracted by a vast expanse of grass on the outskirts of the city. He landed without delay only to discover he had landed on the local golf course. The British soldiers present on this spot since the armistice asked him to leave immediately! Supplied with fuel, he reached Kazamir and parked his Camel besides three wrecks of German planes from World War One. There he would remain three days, hosted by the Greeks of Smyrna who guarded his plane, while on the surrounding heights a Turkish battery observed them.

He was soon joined in Smyrna by comrades from the naval air force with 4 or 5 Airco DH.9 under the command of Sub-Lieutenant Konstantinos Konstantinou. These airmen continued the support of Aydin. At the end of May 1919, Ensign G. Papangierou became the first Greek aviator wounded in Asia Minor when he was hit in the leg by Turks shooting at his DH.9.

Army aviation sent to Smyrna three Breguet 14 of 533 Moira (renamed Moira B) on June 15 followed by one Spad on June 24. This unit was reinforced later by a detachment of the 534 Moira (Moira C).

During this period, Lieutenant I Hatzikamaris flying an antique Caudron G3 discovered a trainload of enemy troops leaving the town of Akirkoy headed for Aydin. He chased the train at full throttle, but with the wind in his face, it outdistanced him! It was only when the train halted that Hatzikamaris, "armed with national pride", managed to drop some grenades on it. No enemy air opposition was experienced.

The status of the Turkish military forces at this time was very low. When WWI ended, the old empire lost all its possessions in the Near East (Syria, Palestine, Iraq, Arabia, etc.). These were divided between the French and British. To the east, an Armenian Republic was born, in the south the French advanced into Cilicie, and on the west coast Italians landed in Antalaya.

The Sultan was a prisoner in his palace in Istanbul, a city occupied by an international force made up of French, English, Americans, and Italians.

The Sultan had no control over any of the events in the rest of his territories. The whole country was in anarchy with bands of plundering ex-members of the Turkish army roaming the countryside.

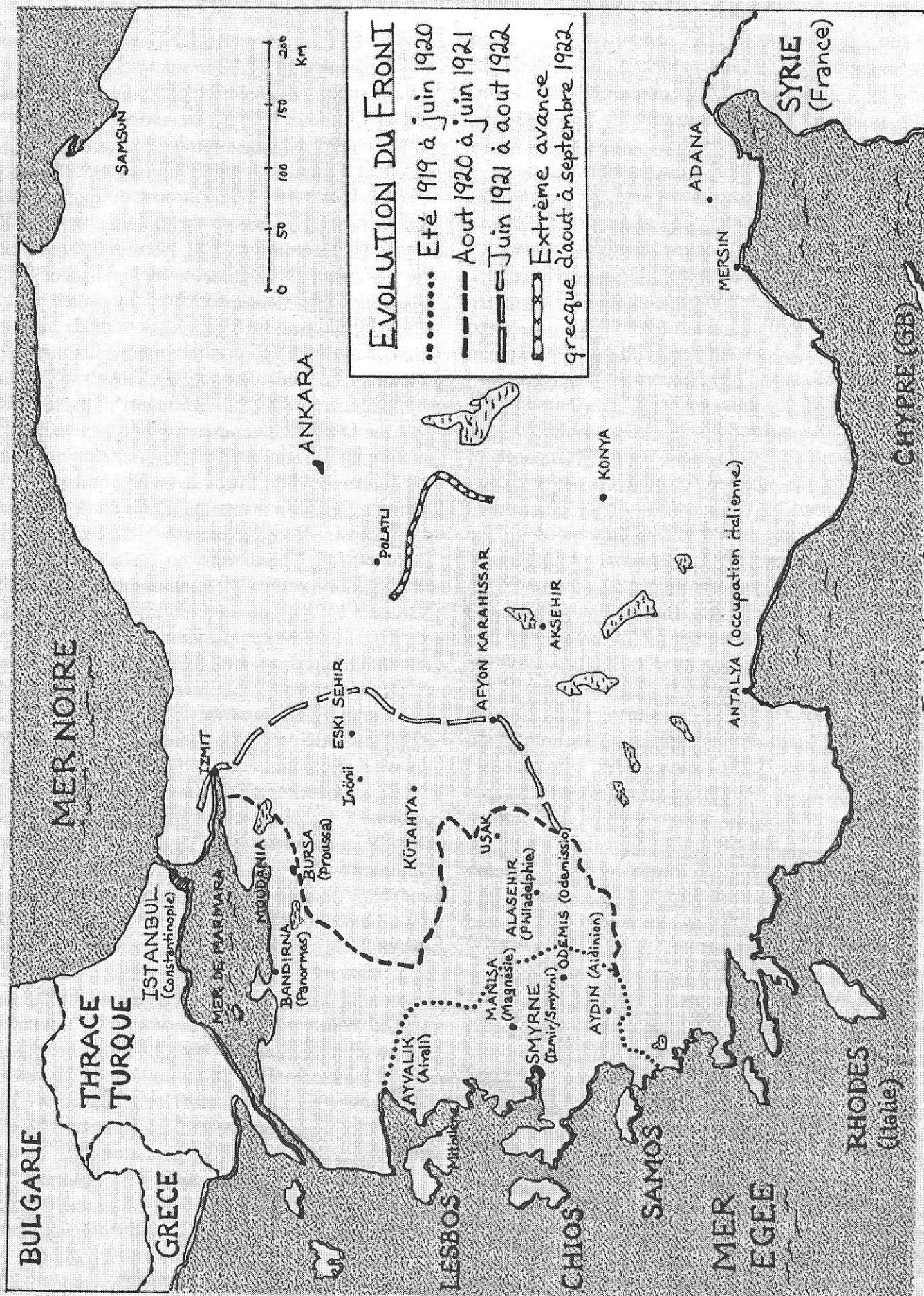
However, with the Greek invasion, a resurrection of national pride quickly took place, personified by Mustapha Kemal, a young general much admired for his victory at the Dardanelles in 1915. Officially charged by the Sultan to supervise the demobilization of the Turkish forces in the Caucasus, in the autumn of 1919 he took the head of a movement to rescue all Turkish populations in territories occupied by foreign armies. He formed a rebel government headquartered in Ankara in the center of Anatolia. This movement was supported by a significant majority of the Turkish population. Mustapha Kemal's first task was to reconstitute a regular army from the old Ottoman army whose veterans joined from the four corners of the country.

The revival of Turkish aviation was particularly challenging. After the armistice, the planes of German origin of the former Ottoman air force were gathered at the airbase of Yesilköy close to Istanbul. Here they were placed under the supervision of British troops. In October 1919, 45 planes were transferred to the aerodrome of Maltepe on the Asian side of the Bosphorus, always under strict monitoring.

The first opportunity for flying for Turkish aviators was with the creation of an airmail service by the government of the Sultan. This allowed Captain Fazil Bey, Lieutenant Sakir Hasim, and civilian pilots Fehmi, Mazlum, and Vecihi Hürkus to carry out some local flights. But, the aviators' eyes were turned towards Ankara. In March 1920, they hatched a plan for escape. Fazil Bey, second in command of the base, with the complicity of pilots and mechanics, put into flight status four planes. They planned to take off on the night of 6/7 June 1920, but only one plane was able to take to the air and it was soon destroyed by bad weather. Despite this failure, the plotters managed to escape and join the Kemalist forces where Captain Fazil Bey was charged with the formation of a new air force.

The jump towards the east, Bursa-Usak (July 1920-December 1920)

The attacks by Turkish irregulars multiplied around Smyrna and the Greek army pressed the government to authorize a response. On 14 June 1920, the Kemalist troops attacked the small English



Traced by Kathleen Sanders-Gutis from an original color map by the author.

garrison at Ismit on the Marmara Sea, thus threatening Istanbul. This panicked the Allies who had only a few troops. Venizélos, using his usual talent, proposed to guard the city by Greek troops. The Allies readily accepted and in exchange Venizélos obtained their authorization to make a "jump" to the east with his occupying forces "in order to ensure the safety of the zone of Smyrna". He also received permission to occupy Eastern Thrace, i.e. European Turkey. Weakly defended by Kemalists, Eastern Thrace fell after a short campaign (Andrinople fell on 26 July 1920). Moira A (ex 532 Moira), based at Drama, provided air support with two Breguet 14, two Dorand AR 1, and one Nieuport 24.

The "jump" towards the east in Anatolia also proceeds without too much difficulty since the defending Turkish troops were mainly composed of irregulars. On the northern part of the front, Greek troops, supported by the naval air force detachment and Moira C based in Panormos, advanced on the town of Bursa (Proussa). Air reconnaissance showed that Turkish resistance was disorganized. It was an aviator of the naval air force, Ensign Thanos Veloudios, who had the honour of being the first Greek soldier to enter the city. On 25 June 1920, he carried out several flights on his old BE2 '8692' for the Archipelagos Division. The city seemed calm and empty of organized Turkish troops. "Towards 06:00 hours on 25 June 1920, I took off on my old BE2 from the field at Panormos (Panderma) towards Proussa, a distance of approximately 100 km. I decided to land in the city on the first field I saw and plant the Greek flag there. I always carried one in my aircraft." He chose to land close to what seems to be a military building. But during the landing he spotted Turkish irregulars hidden in nearby trees. They observed the plane without moving, not guessing either its nationality or its intentions. The BE2 touched the ground, and without cutting the engine, Veloudios jumped out of the plane and ran towards the building. He unfolded his flag, also decorated with the badge of the naval air force, and fixed it to the door! He took off while shouting "See you soon" while under fire from the Turkish soldiers who finally arose from their torpor. Although hit several places, particular in the propeller, he managed to return to base. The city was conquered a few days later. Decorated for this exploit, he became very famous, although army aviators questioned the veracity of his deed.

On the southern front, the Greek troops converged with difficulty on the town of Usak which was taken on 29 August 1920. In the air, a Breguet of Moira B and an Airco DH.9 of the naval detachment meet some Turkish airplanes for the first time.

Here we find Captain Fazil Bey as the head of the "Kartal Müfrezesi" (Detachment of Eagles) that was formed at Konya where the planes that escaped the vigilance of the allies had been gathered. Many of these planes were wrecks. A single Albatros D.III was put into flight status, followed by a two-seat AEG C.IV. In addition to Fazil, 4 pilots made up the unit: Lieutenant Halil and civilian pilots Vecihi Hüküs (the most experienced), Behçet, and Hayrettin. With these meagre forces, "Kartal Müfrezesi" left for Usak to face the Greek forces.

The first flight took place on 15 August 1920. On the following day, the first aerial combat took place between the AEG flown by Vecihi Hürkus and a Spad of Moira B piloted by Second Lieutenant Petropouléas. There were no casualties in the fight, but Lt. Petropouléas claimed to have forced down a "Breguet 14".

The Turkish aircraft carried out several ground attack missions in the following days, but on 29 August their aerodrome had to be evacuated and the AEG was burnt to avoid falling to the enemy. The Albatros D.III and the pilots found themselves at Afyon Karahissar.

The Greek objectives achieved, the front stabilized and the Turkish air force was reorganized into two air companies (Tayyare Bölüğü): The first, stationed in Eskisehir, was comprised of seven pilots and less than ten planes of doubtful reliability, including one Albatross D.III, a Albatross D.V, a Pfaltz D.III, a DFW C.V, and a Rumpler C.IV. The unit was commanded by Ahmet Nuri, a black descended from an African servant of the Sultan. The second unit, the ex-"Kartal Müfrezesi", remained at Afyon Karahissar and consisted of three pilots, 2 Albatross D.III, and a Pfalz D.III under the command of Captain Fazil Bey. A Greek Avro 504 that had crash landed behind the Turkish lines was later added to this thin list of planes.

Shortly after the engagements described above, the peace treaty fixing the fate of Turkey was signed at Sevres on 10 August 1920. It ratified the dismemberment of Turkey, reducing Turkey to the Anatolian plateau, and officially recognized the foreign occupation of Turkish territories. The region

around Smyrna remained under Turkish sovereignty, but was placed under Greek occupation to be subjected to a referendum within five years.

The return of the King and the Greek reverses in the two battles of İnönü (January 1921-May 1921)

With the peace treaty signed, a general election could take place in Greece to replace the Parliament elected before the war. However, by an incredible irony of history, on 25 October 1920, young King Alexandre died, without an heir, from blood poisoning caused by the bite of a monkey at the Athens Zoo. Alexandre was the son of King Constantine who had been exiled by the Allies in 1917. The election campaign that followed was focused on the return of King Constantine. Weary after being at war since 1912, the Greek people returned to power the monarchists who wanted to take revenge on Venizélos. Venizélos considered it best to go into exile.

The new government of Dimitrios Gounaris then organized a referendum on the return of King Constantine, who was asked to return by plebiscite on 5 December 1920. The Allies, and particularly the French, were furious to hear the return to power of the "Kraut King", and they withdrew their support from Greece.

The combat capabilities of young General Mustapha Kémal won the admiration of a number of French radical-socialist politicians, who did not forget that 60% of the Turkish debt was held by France. Why still support the Greeks? This change had significant consequences on the military plan in general and on Greek aviation in particular. The command of the armies returned to a convinced monarchist, General Papoulas. A witch hunt took place against the Venizelist officers (particularly at the higher levels), who were driven out of the army and placed on half-pay (*apotaktoi*). Monarchist officers replace them, but their long absence from military affairs (since 1912) moved them away from the realities of the modern war; especially the use of air forces. Eufthymios Zoumas, a fighter pilot of the naval air force, said, "Our superiors were officers of the fleet placed at the disposal of the aeronautical service, war ministry, and the airbase at Smyrna. They clung to their stations to avoid serving at sea and, to be honest, to have some rest. Some were Venizelist supporters "put on the shelf" to keep them

out of mischief.. Lieutenant I Hatzikamaris, of army aviation, remembers receiving order from a senior officer, "Take off at dawn, locate the positions of friendly units, then those of the enemy. Then fly over this zone and note all enemy movements. Then, take a photograph of this sector. Then reconnoitre the road Eski-Sehir/Ismid by noting on the chart any suspect movement." Hatzikamaris interrupted and said that the fuel capacity of his plane would force him to make a forced landing if he obeyed this order. The immediate answer was, "Oh, Hatzikamaris! You are always joking!"

A notable exception, however, was the nomination as head of Greek aviation in Asia Minor of Major Sotiris Hatzizafeiriou, a Balkan War veteran aviator who had left the aeronautical service in 1917 because of his monarchist convictions. He never talked politics after his nomination and was devoted entirely to his command, carrying out many flights on all types of planes in contact with the enemy. Very energetic, he reorganizes in the three army Moires (B, C, and D), not hesitating to discharge aviators and observers who were trying to avoid flying. However his recommendations on the use of the air forces did not pass review at the higher levels.

Minister Gounaris, turning his back on his electoral promises to stop the conflict, saw the war as a means of strengthening his still fragile legitimacy. He decided to launch an offensive in January 1921 directed towards Eski Sehir. Near the village of İnönü, the Greeks run into Turkish troops organized and commanded by Ismet Pasha, one of Kemal's best lieutenants, who will lead the country after Kemal's death. Informed of the Greek movements well ahead of time by aerial reconnaissance led by the civilian pilot Vehici Hürkus (transferred to the First Airplane Company), Ismet manages to push back the Greeks who return to their starting point in good order.

It seems that the Greek high command did not know how to benefit from the reconnaissance missions of its aviators. For example, General Archistratigos Papoulas seemed to quickly form his opinion on this subject. Captain P. Oikonomakos, from army aviation, remembers an anecdote during this attack, "General Papoulas ordered me to meet him at the headquarters of Army Corps C. After I informed him of the air operations and our capacities, he asked me to carry out a large-scale attack on the ammunition factory and adjacent aerodrome at Eski Sehir. I promised him five planes that I had in my

flight. He says to me that he would be on his balcony the next morning to admire my formation. The following day, we managed to make operational only one plane, not being able to start the engines of the other four. I thought that the General would lose all esteem he had in me. I sent onto the objective our single plane piloted by Ioannis Doukas. After his return, I took off with my own plane that had finally been started." In a memorandum written in March 1921, General Papoulas wrote, "The enemy has a number of planes double ours, causing our army a large disadvantage by not being informed of the enemy positions." This is much to the credit of the Turkish pilots and their planes that could be counted on the fingers of one hand.

On 6 January 1921, Captain P. Oikonomakos took off in his Breguet 14 to bomb a Turkish battery badgering Greek troops. He loaded his plane with a large 60 kilo bomb he found rusting away in a British ammunition dump. The bomb did not fit the bomb racks of the Breguet and it would be impossible to arm it in flight. But, Oikonomakos removed the safety mechanism and took off with it despite the danger. By miss chance, his engine misfired on takeoff and he had to make an emergency landing in a field. He made it without too much damage and the Breguet did not explode. Oikonomakos made repairs on the spot and took off to carry out his mission! He had, however, to change his observer: Lieutenant G. Xiros refused to go up in the Breguet thinking his superior had become crazy!

The failure of this first attack by no means discouraged Gounaris, who planned a general offensive with haste because it was learned that the Kemalists were profiting from a cease fire with the French in Cilicie and would thus be able to bring new troops against the Greeks. The Greeks again attacked on 23 March 1921, along two axes: a column in the north moved from Bursa towards Eski Sehir, and one in the south started from Usak with the objective being Afyon Karahissar. The attack in the south was a success: Supported by Moira B based in Usak, assisted by a naval detachment, the troops conquered Afyon Karahissar on 27 March 1921. The Turks could put into the air only a single Albatros D.III of the 2nd Aircraft Company. On this aircraft, Captain Fazil and Lieutenant Halil carried out two flights each day between 23 March and 1 April 1921, during which they drop some homemade bombs on enemy troops.

On the northern front, Turkish resistance was tough and the Greek troops had to return to their starting base of Bursa. The Turkish forces then turned south in an attempt to seize the railway line connecting Usak to Afyon Karahissar. Capture of this rail line would result in the encirclement of the Greeks in Afyon Karahissar. The Greek aviators discovered this movement and the Greek troops retreated safely back to their starting base at Usak.

During this 2nd Battle of İnönü, on several occasions Greek planes fought with planes of the 1st "Tayyare Bölüglü" of Eski Sehir. The civilian pilot, Vehici Hürkus, had a dogfight with a Greek fighter but he had to break off combat because of engine trouble. On 25 March, Ahmet Fehmi was killed when his plane was strafed while trying to take off from the aerodrome at Eski Sehir during a raid by Greek bombers.

At the end of the battle, the 1st "Tayyare Bölüglü" had no more than two planes (an AEG C.IV and a DFW C.V) for its 6 pilots and 4 observers.

The forward escape of the Greek army (June 1921-August 1921)

Although the army returned relatively intact from this adventure, Greece had undergone a defeat. Back in Greece, voices were raised to end this conflict that was at a military dead end. Continuing to supply the armed forces posed large problems. The occupation zone was immense for the resources of a country exhausted by so many years of war. Moreover, attacks carried out by Turkish guerrilla on Greek civilians enraged Greek soldiers to committed acts of repression that caused Greece to lose its capital of sympathy in Western public opinion.

Mustapha Kemal made points on the diplomatic front by an alliance with the Soviet Union that sealed the destiny of the transitory Republic of Armenia, thereby releasing Turkish forces from the eastern front to fight the Greeks. Despite these ill omens, Gounaris chose a military solution. He mobilized additional troops and made plans for a new offensive to take the line Eski Sehir/Afyon Karahissar and to liquidate the Kemalist army.

Meanwhile, the Greek air forces had a serious materiel problem. Nobody in the high command seemed to worry about spare parts. Eufthymios Zoumas, a naval fighter pilot testified, "We had

received our Sopwith Camels before 1918. The air operations were rigorous and continual, with the result that by 1920 the Camels started to show their age. Their maximum speed kept falling, their fuselage weakened, and it was common that the bullets hit the propeller because of the failure of the synchronization system.. One Camel returned from a strafing mission with no less than 13 impacts of bullets on one propeller blade and five on the other. The pilot was lucky to have returned to base! In June 1921, the Sopwiths underwent an inspection at Usak and were declared unsuitable for the military operations and too dangerous to fly." No one in command of the naval air force seemed to be concerned enough to provide replacement fighters that would be quite useful in sweeping away Turkish planes flying over the front.

For the remainder of the conflict, army aviation would be able to put into the air only a handful of fighters. The navy, however, profited from an unexpected reinforcement: On 20 April 1921, Airco DH.9 'NAY 91', piloted by Second Lieutenant St. Psaroudakis, with observer H. Hristidis, carried out a reconnaissance mission on an enemy camp in the area of Salihli near the Italian zone of occupation to the south of Smyrna. The bad weather led them to remain in the air longer than envisaged and they ran out of fuel. They made a force landing on a beach near Nea Skala (Kusadasi), where they were captured by Italian soldiers. Psaroudakis was taken to Rhodes and, after several interrogations, was released. However, he had learned from Greek inhabitants that an Italian ship, the "Nafkratousa", was awaited in Rhodes with planes intended for the Turks. He passed this information on to his superiors, and the Greek cruiser "Helle" intercepted the ship and seized its cargo. Eight Ansaldo Ballilas were seized, but inexplicably they would never be used in Asia Minor, confined for training at Tatoi (Athens).

In preparation for the new offensive, all Greek air means were mobilized. A new Moira was created by the army (Moira D), with Captain P. Oikonomakos as commanding officer. It was composed of 4 Breguet 14 and 2 Dorand AR 2, quickly reinforced of 3 other Breguet 14, three Spad fighters, and one Caudron G.3. This Moira joined Moira B and a naval detachment on the southern front at Usak, while Moira C, assisted by naval planes, covered the northern front. Moira A, with reduced manpower, remained in Thrace.

At this time, the Turkish air force was in a critical state because all its planes had reached the end of their useful life. Its Soviet ally, itself under-equipped, could not provide any help.

Greek aviators carried out several bombing raids on railroads in preparation for the offensive, meeting enemy planes several times. On 9 June 1921, naval DH.9s bombed the railway station and aerodrome at Kutahya. On 21 June 1921 a DH.9 piloted by Lieutenant St. Philippas, with observer Katsoulakas, claimed a Turkish fighter (not confirmed by Turkish files) that took off to intercept the bombers. This undoubtedly was the old Albatros D.III of the 2nd Airplane Company piloted by Fazil. On 27 June, Greek aviation concentrated its attacks on the area of Afyon Karahissar, so much so that on 4 July Fazil in his old Albatros found himself against seven Greek planes and had to leave the combat when his machineguns jammed. Later in the day, Lieutenant Hayrettin, on the same plane, prevented four Greek planes from bombing his airfield.

The ground campaign began on 10 July 1921 with three well coordinated attacks. One group advanced from Bursa towards Eski Sehir. Another group left from Bursa to take the town of Kutahya. The third group, supported by Moires B and D, was the most significant force with the goal of seizing Afyon Karahissar. It was then to continue towards the north to take Eski Sehir. The goal was to encircle and destroy the Turkish army in the area of Kutahya. The operation proceeded successfully for the Greeks, who took Afyon Karahissar and Kutahya on 17 July 1921.

Mustapha Kémal perceived the threat of encirclement and personally ordered a general withdrawal from Eski Sehir. He covered this withdrawal by sacrificing part of his troops in a counterattack launched on 21 July that the Greeks block, causing heavy losses. But, the main body of the Turkish army was able to retreat preserving the majority of its materiel. The Gounaris government proclaimed a victory. This victory very favourably impressed the English who, before the attack, feared they would have to evacuate Constantinople that threatened by the Kemalist army. Gounaris planned to demobilize part of the army, but his staff persuaded him that total victory was within reach and it would only be necessary to organize an offensive to take Ankara. This would make it possible to destroy the Turkish army and to inflict a fatal blow to the power of Mustapha Kémal.

Kemal organized the defence of his capital for he knew that time was on his side. Less than one month later, the Greeks attack again.

The battle of Sakarya (August 14 1921-September 1921)

Greek aviation was concentrated at Afyon Karahissar where Moires B and C, as well as a naval detachment, consisted of about thirty planes: 13 Airco DH.9, 12 Breguet 14, 2 Spad, one Nieuport, and one Caudron G.3. Turkish aviation at this time was very weak. The planes inherited from the Great War had run out of service life. Then, some new planes come into its inventory. The 1st Tayyare Bölüğü, in Ankara, received two Fiat R.2, the survivors of a batch of four planes bought by a Kemalist emissary to the Italians forces at Antalya.

The 2nd Tayyare Bölüğü, under the command of Fazil Bey, based in Maliköy (45 km west of Ankara), received an Italian SAML-Aviatik B.1, baptized "The Crow" and a Greek DH.9 recovered after it became lost while returning to Smyrna. The DH.9 was ferried by Vecihi Hükus to the 2nd Airplane Company where it was baptized "Ismet" in homage to the winner of the battle of İnönü. At Asmaram on the Black Sea, a naval unit was formed with five Gotha WD.13 that Kemalist sympathizers had succeeded in smuggling out of Istanbul where they had been under guard of the Allies. This unit escorted Russian convoys coming across the Black Sea carrying weapons and ammunition for the Turkish army.

The ground attack began on 14 August 1921. The Greek army attacked in three groups, trying to overwhelm the enemy. The battle, that history will remember as the "Battle of the River Sakarya" (Saggarios for the Greeks) lasted twenty days and nights. The adversaries both knew that the winner of this battle would win the war. The weather was particularly bad, with strong gusts of wind. A Greek Breguet 14 piloted by Lieutenant Stamadiatis took off in a tornado and its crew was almost ejected from the cockpit. The observer, Peppas, saved himself by holding onto the fuselage with both hands.

The Kemalist forces remained well informed of enemy movements by air reconnaissance carried out by Fazil Bey and Vecihi Hürkus. They flew their DH.9 "Ismet" on 40 missions in 18 days. There were few Greek fighters available to intercept the Turkish planes. The Turks lost a Fiat R.2 on 18 August 1921 when it caught fire in flight and crashed near Beylik

Köprü. The crew, pilot Behçet Bey and observer Süleyman Sirri, were killed.

On the Greek side, air reconnaissance failed to determine the enemy's movement thereby preventing the bombing of key enemy positions. Moreover, there was a lack of co-operation between the army staff and the naval air force.

On 2 September 1921, Greek troops reach their maximum advance by controlling the heights of Chal Dag, a mountain near Ankara. With their lines of supply harassed by Turkish cavalry, they are unable to advance any further. On 11 September 1921, General Papoulas ordered a withdrawal to the line Eskişehir/Afyon Karahissar. His troops retreated in good order burning everything to the ground behind them.

The Greeks lost 20,000 men in this adventure. In Ankara, it is a triumph for Kemal, although the victory was obtained *in extremis*.

The Turkish victory and the fall of Smyrna (September 1921-September 1922)

The Greek army spent the winter of 1921-1922 without attempting any further action. The nearly-bankrupt Greek state was unable to pay its soldiers and could not send needed supplies that particularly hurt the aviation units.

Greek diplomats proposed a series of plans to end the war, including an evacuation of Anatolia by the Greek Army in return for Turkish recognition of the Greek annexation of East Thrace. None of these plans succeeded, partly because the Kemalists believed they were close to victory, and partly because of Greek ultra-nationalists who refused any abandonment. The Allies, feeling threatened by Greek troop movements around Constantinople, did not do anything to help find a negotiated solution. In this chaotic environment, the Gounaris government was removed by the Greek parliament on 12 May 1922. It was replaced by that of Protopapadakis who received the support of many Venizelists.

On 20 October 1921, Turkish diplomats achieved a major success with the signing, in Ankara, of an agreement between the Kemalists and the French government. The French were represented by Deputy Franklin Bouillon of the Radical-Socialist Party, a personal friend of Mustapha Kemal. Peace on the Turkish border of French-controlled Syria was bought at the price of the French evacuation of Cilicie and a correction to the border. The French also transferred

to Turkey military materiel including 10 Breguet 14 B2 bombers. The Breguets were delivered to the port of Mersin in Cilicie and transported to the airbase at Konya where they were assembled and armed under the direction of Captain Fazil Bey. They were then assigned to the 2nd Airplane Company in Aksehir (south-east of Afyon Karahisar). The Turks also captured a Greek Breguet 14 A2 on 21 September and baptized it "Sakarya".

In Europe, the efforts of the emissaries of the Turkish government bore further fruit at the beginning of 1922. With the help of Italian ace Flavio Baracchini, twenty Spad XIII fighters were purchased. These aircraft were delivered to Mersin after a difficult sea voyage. Their operational preparation at Konya posed problem for the Turkish mechanics who had difficulties adapting the synchronization mechanisms to German machineguns.

During this time, Greek aviation did not receive any reinforcement. Remaining in front-line service were 20 army bombers (mostly Breguet 14), a few fighters, and 10 naval DH.9. Numerically, there was equality with Turkish aviation, even though Greek contemporaries speak of total enemy air superiority. Moires B and C were based at Eski Sehir, Moira D was at Usak with a naval detachment, and a second naval detachment was at Afyon Karahissar. At the beginning of spring, the incursions of Turkish planes photographing the Greek lines multiplied. These missions were carried out mainly by the new Breguet 14 that had been immediately put into service. Captain Fazil was slightly injured, on 7 May 1922, while piloting a Breguet that had problems with its engine. Another Turkish Breguet was victim of its engine on 27 June 1922; it crash landed behind the Greek lines and was captured. On 25 July 1922, one of the rare Greek Spads piloted by Sergeant Christophoros Stavropoulos of Moira B intercepted a Turkish Breguet north of Afyon Karahissar. After a furious combat The Breguet was shot down within sight of Greek troops. The Turkish crew, pilot Ahmet Bahattin Bayram and observer Cemal Bey, were both killed. They were buried by the Greek troops with full military honors. Greek aviators dropped a message written in French on a Turkish aerodrome saying, "Their funerals took place yesterday in Afyon Karahisar with all the honors that belong to heroes. We ask you to receive our condolences for the tragic death of two brave men."

Despite this isolated success, the Greek aviators who flew over enemy lines had a clear idea of the impending catastrophe. They observed enormous enemy ground forces gathering - and Turkish aircraft intercepted every one of their flights. The Greeks had almost no fighters in combat-ready status, only a Spad and some Nieuports whose engines often failed in flight. The aviators of the naval air force flew in small groups, using the concentrated fire of their machineguns to protect themselves from the Turkish fighters. The ground troops were victims of Turkish Breguet 14 that constantly bombed them without opposition.

The Greek high command did not seem to share their aviator's concerns. At the time of the Turkish offensive, the senior officers in Greece granted permission to the naval unit at Karahissar to return to Smyrna. And, the army did not believe the aviators when they announced the collapse of the front. So much so that, on 16 August 1922, the staff despatched a senior officer, Major Skylakis, to see for himself. On returning, he declared, "May God help us!" A few days later, 26 August 1922, Turkish troops attacked the Greek army at its weakest point, near Afyon Karahissar. Turkish airplanes had been gathered into one unit (the "Airplane Front Company") based at Çay and under the command of Captain Fazil Bey. This unit was comprised of 6 Breguet 14 B2, one DH.9, and 3 Spad XIII. At the workshops in Konya there were 17 Spad XIII, 4 Breguet 14, and one Fiat R.2. A SAML B.1 and the old Albatros D.III of Fazil were used for instruction. On the first day of the attack, Captain Fazil, on a fighter mission in one of the new Spad XIII, intercepted a Greek Breguet 14 and forced it to land. It was recovered on 11 September by Turkish forces and baptized "Garipçe", from the name of the village where it was found. On 29 and 30 August, all the Turkish bombers supported the ground offensive by bombing the Greek troops. On 3 September, Fazil Bey engages a Greek plane on a reconnaissance of Alasehir.

The Turkish attack was a total success and the Greek defences broke down like a house of cards. The Greek troops at Afyon withdrew in chaos along the railway to Smyrna, while those on the northern front retreated in good order towards the Marmara Sea. In these perilous times, the mission of Greek aviation was to locate any ground units that had lost communication with their headquarters. One such incident occurred on 31 August 1922 when Breguet

14 (Lt K. Loukidis/ and Lt G. Xiros) saved the Independent Division of Colonel Theotokis by dropping messages directing them to safety.

In Philadelphia, three Breguet 14 with crews Kozyrakis/Hatzikamaris, Zographos/ Oikonomakos, and Deas/Zaimis constituted the rear-guard of Greek aviation. They could only note the speed of the disaster: In these perilous times, the mission of Greek aviation was to locate any ground units that had lost communication with their headquarters. One such incident occurred on 31 August 1922 when Breguet 14 (Lt K. Loukidis/ and Lt G. Xiros) saved the Independent Division of Colonel Theotokis by dropping messages directing them to safety.

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The following day, the Turkish cavalry entered Smyrna. The Moslem population then let burst its hatred after years of occupation. Executions of Greeks and Armenians took place, first in a sporadic way, then in a planned way. The Armenian, Greek, and Levantine districts were in flames while an imploring crowd of refugees pressed onto the quays under the eyes of the Allied navies who took on board only their nationals.

Epilogue

The tragedy finished in blood for the Greek populations of Asia Minor, in what is now known as an "ethnic cleaning".

Taking refuge on the coastal islands, the Greek aviators took part in planning a military *coup d'etat* against those whom they considered responsible for the disaster. The aviators carried messages between the various rebellious military units. For example, the crew of Zaimis/Deas volunteered to carry a message to the battleship *Averof*, knowing that it would be necessary to sacrifice their Breguet 14 by landing on the sea besides the ship! All units rallied to the mutineers led by Colonel Plastiras. On 26 September,

a plane took off from the island of Mythilini and flew to Athens where it dropped a message sending an ultimatum to the King, who left the country immediately. The capital was occupied two days later. Many government officials were arrested and executed after a short trial.

Turkish aviation (reinforced considerably by the captured materiel) moved with the ground units towards Istanbul and Turkish Thrace. These were re-occupied without fighting while the Christian minorities fled to Greece.

Fazil Bey, promoted to Lieutenant-Colonel and made the head of Turkish aviation, hardly had time to enjoy his new position. He died in an accident on a captured DH 9 on 27 January 1923.

In exile in France, Venizélos was empowered by the *junta* to represent Greece in the negotiations of a peace treaty. The treaty of Lausanne, signed in July 1923, officially recognized the return to Turkey of Eastern Thrace, Smyrna, and some Aegean islands.

On returning to power, Venizélos organized an exchange of populations between the two countries. Returning to the home of their ancestors after so many generations, many of the Ionian Greeks had forgotten their source language. Greece, a small country of 4.5 million inhabitants, had to absorb 1.5 million refugees, further weakening its fragile economy. Thus, began a long period of political instability marked by military *coups d'etat*, that would end only with the entry of the country into the European Community.

The Greek community in Asia Minor, more than thousand years old, had abruptly disappeared.

Author's notes: My sources for this article were:

1. Ionian Vision (for the general history), a book written by Michael Lewelyn Smith, former US ambassador to Greece.

2. Official history of the Hellenic Air Force, the English version and the more-complete Greek version.

3. Book of memoirs of Greek aviators, compiled by E. Kartamalakis, a WW2 Spitfire pilot.

I visited Greece and their air force historical service in 2005 and had the kind help of its director, Brigadier General Mouzis. I was told to see "brigadier" Mouzis, which in French means corporal. I was surprised to see how big the office of this simple corporal was! I also had the help of a Greek aviation enthusiast, Alexis Mehtidis, very helpful for



Figure 3

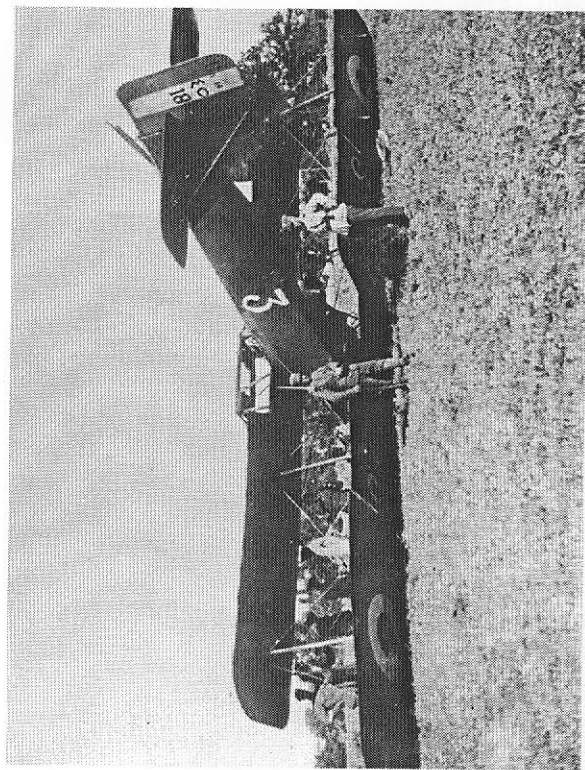


Figure 4

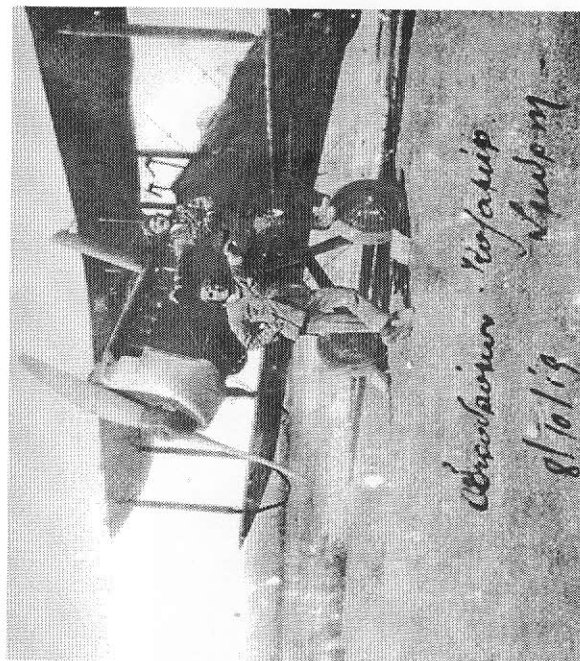


Figure 5



Figure 6

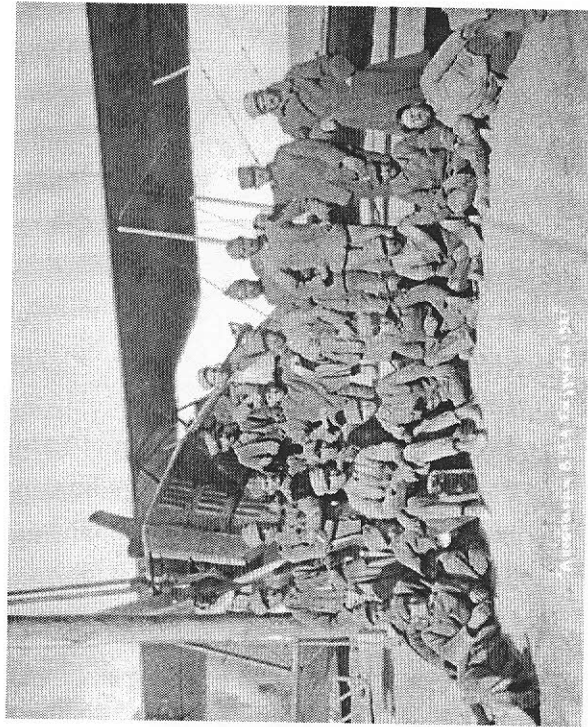


Figure 8

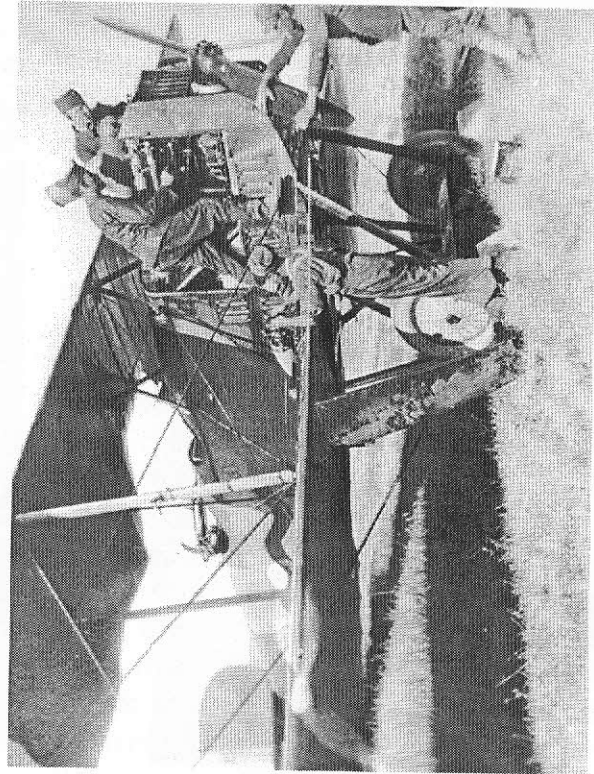


Figure 10



Figure 7

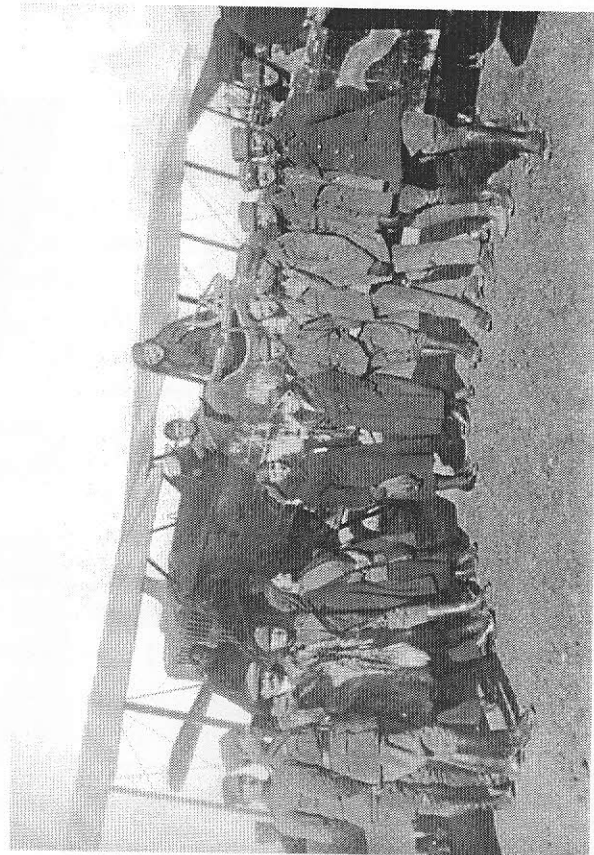


Figure 9

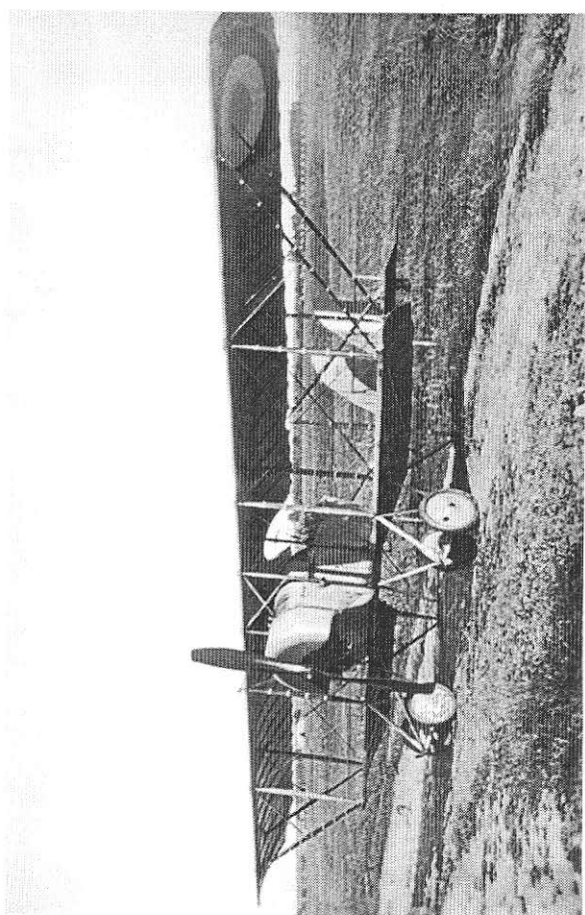


Figure 11

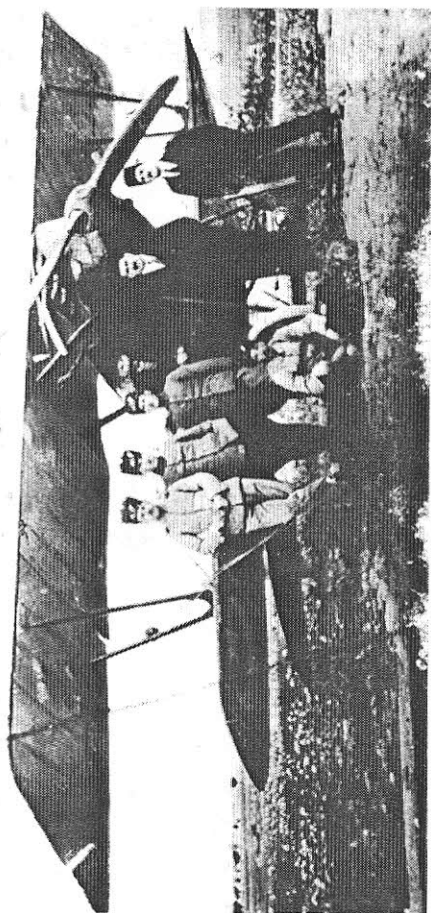


Figure 12

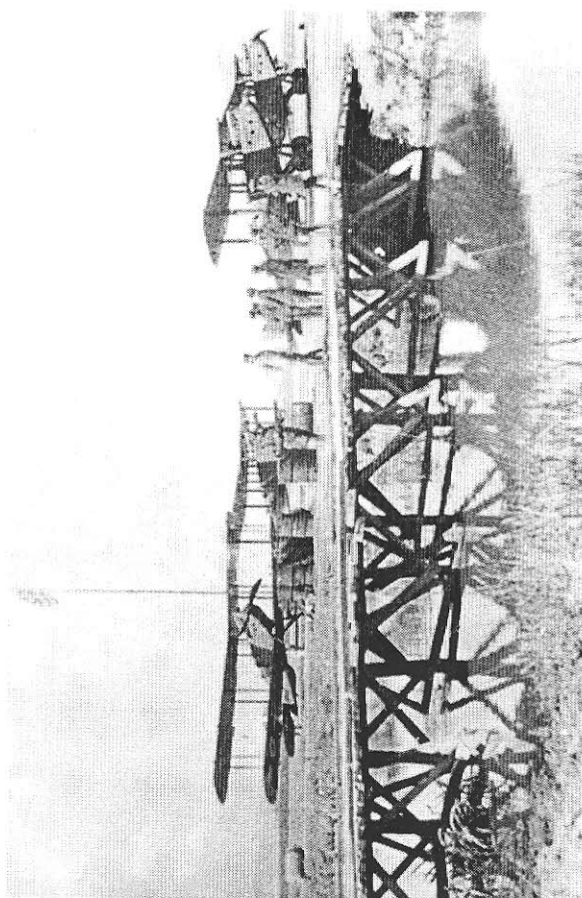


Figure 13

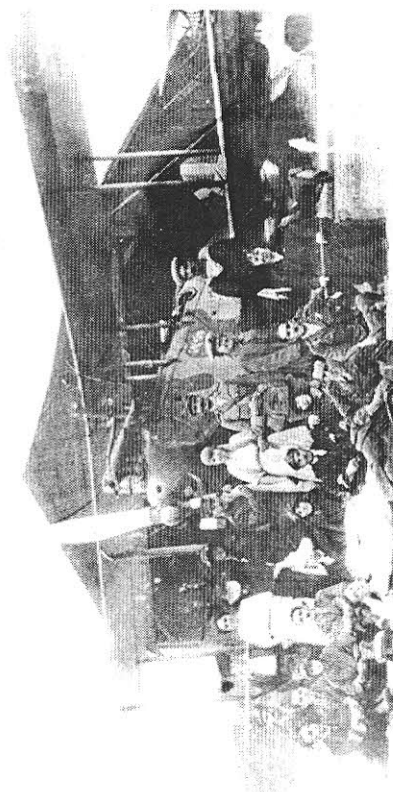


Figure 14

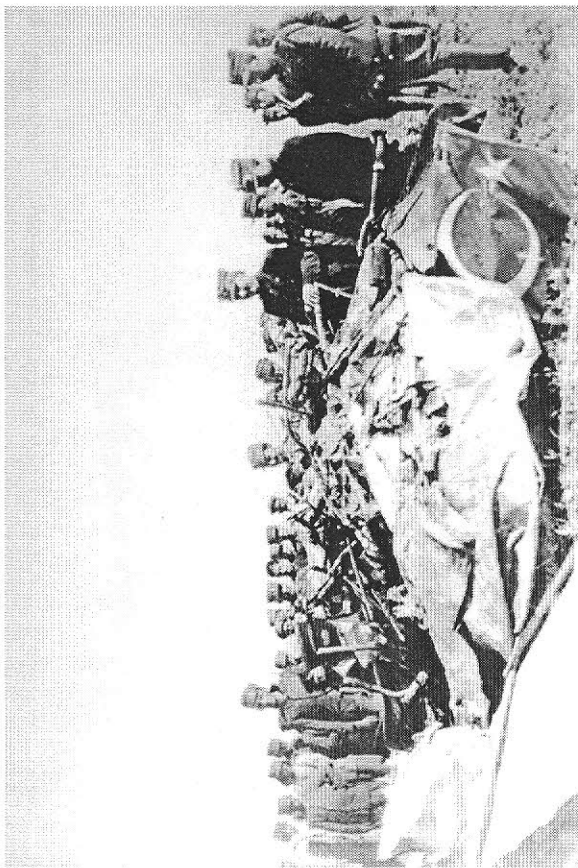


Figure 16



Figure 15

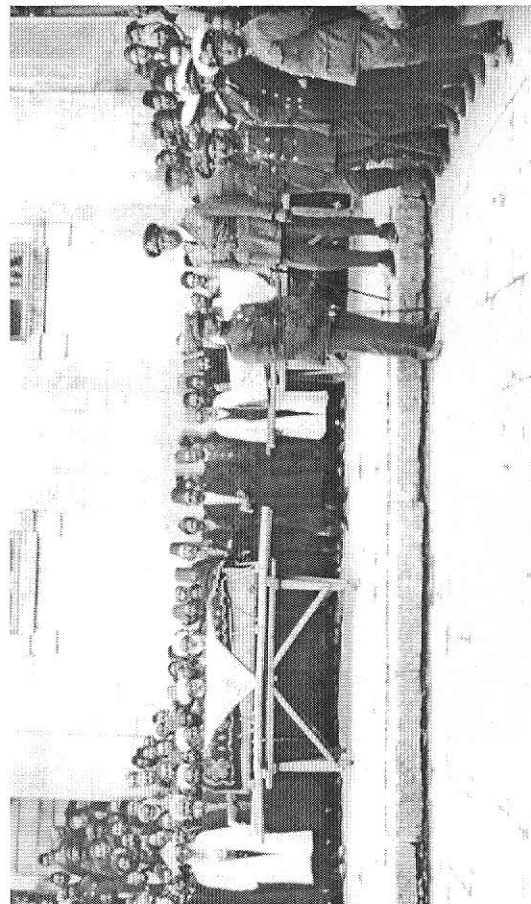


Figure 17

Figure 18

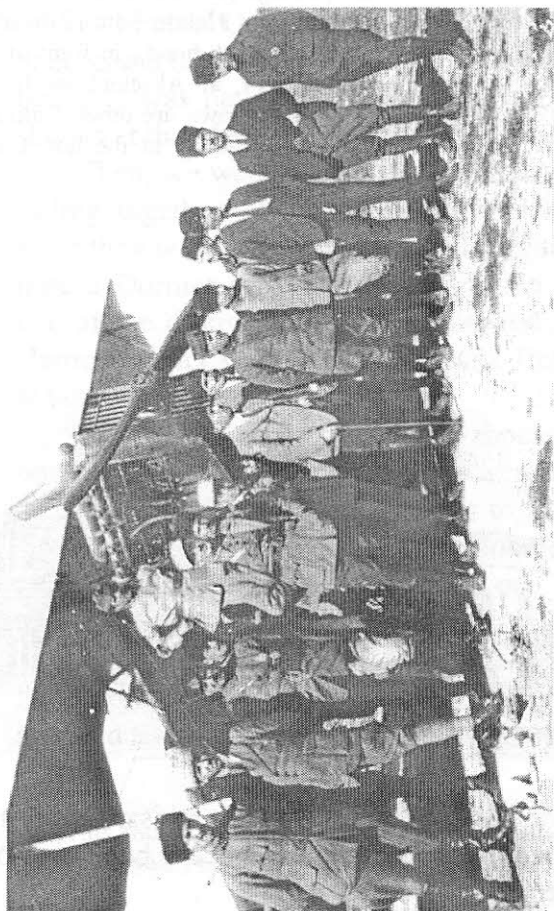


Figure 19

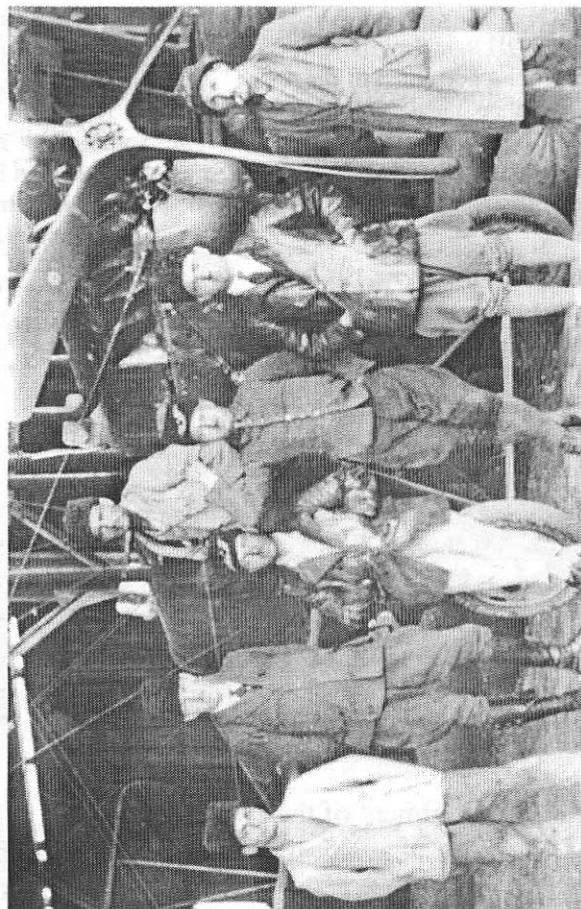


Figure 21

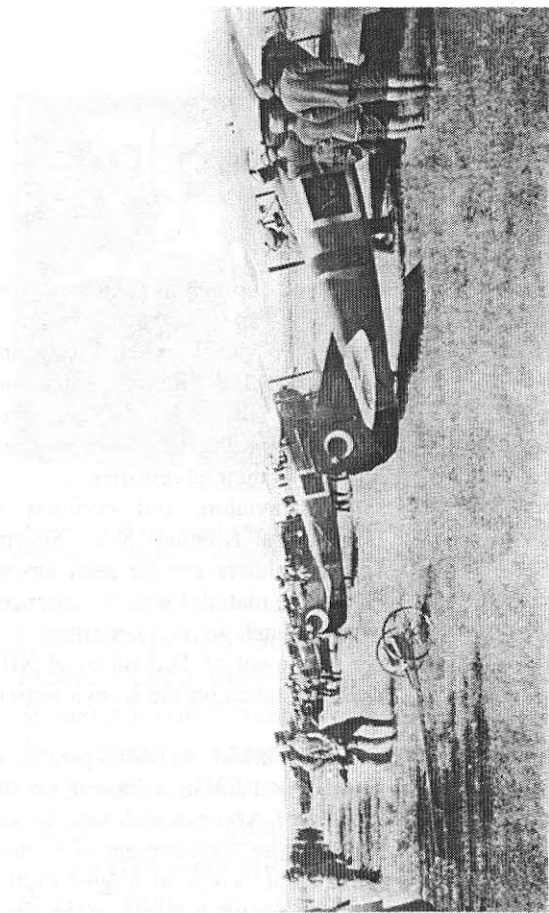


Figure 20



Figure 22

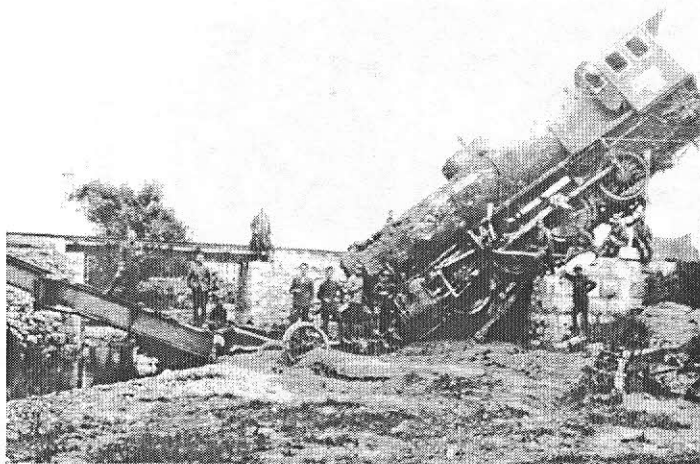
the translations, and from a couple of Franco-Greek friends, Michel and Virginie Baltas.

David Méchin, Toulouse, France. E-mail: david.mechin@gmail.com.

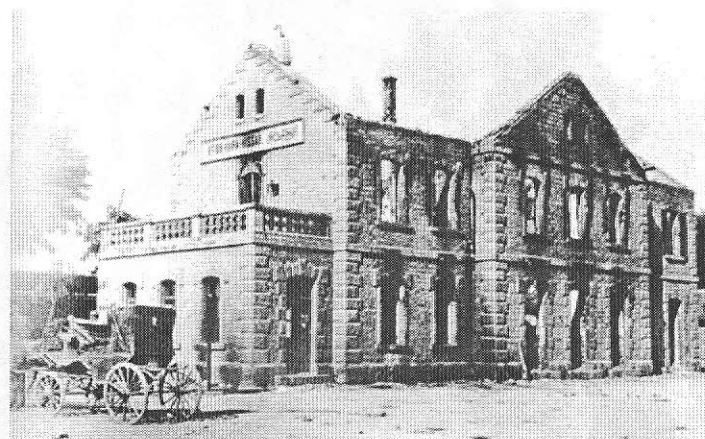
Captions for photos on pages 2, 17-21

Credit: HAF = Hellenic Air Force Historical Service photos via the author; AV = photos from the AVIONS Collection via Michel Ledet and the author.

1. Vecihi Hürçus in front of a Spad XIII during the war against Greece that the Turks call "The War of Liberation". A civilian pilot, he was given a rank equivalent to a non-commissioned officer in the Turkish army. (Turkish Aviation Museum)
2. Greek Corporal Basileiou in front of a Newport at Eski Sehir.
3. Forced landing of the Greek DH.9 Spetsai at Karagazli.
4. A Greek Breguet-14 overturned during landing at the Usak airfield.
5. This DH.4 of the Greek navy was photographed on the airfield of Kazamir (Smyrna) on 8 October 1919.
6. Spetsai, a Greek DH.9, at Smyrna.
7. Aircrew and ground personnel of the Greek navy pose on the airfield of Usak in 1921. The pilots trained in Great Britain wear RAF "wings". A variety of uniforms and equipment can be seen here.
8. Personnel of an army air unit in front of a Breguet XIV in Asia Minor in 1921. The unit is Squadron B, ex-533^e Moira of the Great War.
9. Aviators and nuns from the Greek mission at Contantiople (Istanbul) pose with a Breguet XIV B2 on the Asia Minor front.
10. Maintenance on a Breguet XIV of the Greek army in Asia Minor !
11. At least one Caudron G.3 was used for combat missions in Asia Minor !
12. A Turkish Albatros D.III at Usak.
13. After the occupation of Afyon Karahisar in the summer of 1922, the Greeks established a temporary airfield on the outskirts in order to receive the naval DH.9.
14. A DH.9 aircraft of the Greek Naval Air Service at Kazamir/Smyrna.
15. A DH.9 of the Greek Naval Air Service at Kazamir (Smyrna).
16. The remains of the Turkish Breguet XIV brought down near Gazligöl by Sgt Christophoros Stavropoulos on July 24, 1922.
17. The staff of a naval detachment poses in front of a DH.9 and DH.4 of their unit. In contrast to the land army, the navy did not have organized squadrons (Moires), but established ad hoc detachments.
18. The funeral of Lt Cemal Bey and Cne Ahmet Bahattin, who were shot down and killed in July 1922. Greek aviators from the army and navy pay homage to their adversaries.
19. Turkish aviators and civilians in front of a Breguet XIV. Several French soldiers can be seen among them. The materiel was "abandoned" by the French on their departure.
20. An alignment of Turkish Spad XIII, probably taken on the Konya airfield in 1922.
21. Several Turkish aviators posing in front of a BE2 in a hangar on the airfield of Afyon Karahissar. It was here that the "Detachment of Eagles" retreated at the end of August 1920.
22. Extracted from a work of the time, this photograph shows the woman corporal pilot Halide Edib (Adivar), wearing a black hood, in front of a Breguet XIV at Aksehir, in June 1922. Also shown are other Turkish aviators, including, at the left, Cne Fazil.



The result of the bombardment of the Allayud railway by the DH.9 of Greek naval aviation in 1921. (AV)



The railway station of Afyon Karahisar after its bombardment by the Greek DH.9 at the beginning of the summer of 1921. (AV)

TARGET: FRANCO!



Antonio Ortiz (at right) and the staff of the anarchist column *Nosotros* during the Spanish Civil War

With the end of the Second World War, Spain of Franco found itself isolated within Western Europe because of alliance of the Caudillo with the dictatorships of Hitler and of Mussolini to overthrow definitively the Spanish Republic at the time of the Civil war (1936-1939). However, the first steps of the cold war and the catastrophic state of the economies of the European countries prevented the invasion of Spain. After all, Franco did not represent a threat to France or to the United Kingdom.

Nevertheless, many Spaniards who had fled their country with the fall of the Republic did not share this opinion. In particular, the members of the former F.A.I (Federación Anarquista Ibérica - Anarchistic Iberian Federation) and the anarchistic trade union C.N.T (Confederación Nacional del Trabajo - National Confederacy of Labour), who had taken refuge in France, wanted Franco's death.

By August 1948, three Spanish anarchists: Laureano Cerrada (of the CNT), Primitivo Gomez (former fighter pilot) and Antonio Ortiz met in Toulouse to plan an attack against Franco. Their plan: to bomb the ship on which Franco would be present during the regatta in Bay of San Sebastian on Sunday, September 12, 1948. They would load 30 bombs (stolen from a Luftwaffe depot during the German occupation of France) on board a private plane, a Norecrin c/n 1902.

Primitivo flew the Norecrin to an airfield in northern Cognac where a mechanic installed bomb racks under the pilot's seat. Then he flew to Tarbes where a pickup truck surreptitiously delivered the bombs.

Twelve days later, on September 12 at 1300 hours the Norecrin took off from Dax airfield with three men aboard: Primitivo Gomez, Jose Perez Ibañez aka "El Valencia", and Antonio Ortiz, and 150 kg of bombs - and without any radio set!

Let Manuel Ortiz tell his story: "Then, it was question of the plane, a small plane. When they showed me a photograph of the plane, I said, 'It is a bicycle!' But, we agreed to go on. We flew at approximately 1000 meters height. I was navigating, comparing the time of flight with the map, when Primitivo, the pilot, said to me: 'Looks at that, Ortiz! It was the silhouette of the coast of San Sebastian.'"

"Then, we went down a little and we saw two destroyers sailing together. We had probably been located by radars since they were pointing their machineguns at us. Also at this time a Dornier seaplane was patrolling above bay. Behind one of the destroyers was a high-speed motorboat from the Harbour Office with Franco on board. But we did not know it at the time.

"Then two fighter aircraft appeared and Primitivo, pointed them out to me. Then there were four, then two more. One of the fighters beckoned to us to follow him. Primitivo executed diving a turn in the direction of France. He flew close to the water and jettisoned our bombs into the sea. Everyone was saying, 'Quickly, towards France!'

"If we had succeeded in killing Franco, it would have meant a few years less of dictatorship in Spain. If we had known that Franco was on the high-speed motorboat, we would have carried out a Japanese kamikaze attacked and crashed our plane into the motorboat."



Nord 1203 Norecrin

Source

This short article based on a TV documentary, *Ortiz, general sin dios nor amo*, by Ariel Camacho, Phil Casoar, and Laurent Guyot. (1996). The description of the attack comes directly from an interview of Antonio Ortiz. (1907-1996)

Christian Hotte (SAFO #902), 6 impasse Santos Dumont, F-44470 Carquefou, France.

United Nations Aircraft in the Congo Operations

Ted Koppel

The conflicts in the Congo (now the Democratic Republic, the larger of the two Congos which was known as Zaire from 1971 to 1996) have flared up over the decades, leading to two major United Nations missions: ONUC (Operation des Nations unies du Congo) from 1960 to 1964 and MONUC (Mission de l'Organisation des Nations unies en Republique Democratique du Congo), started in late 1999, but greatly expanded with a new mandate in February, 2000, and continuing through this writing [2008]. Due to the size of those operations, considerable air assets have been required. Therefore, a comparison may be of interest, contrasting the equipment and requirements for the 20th and 21st centuries. [These notes do not include the European Union EUFOR military aviation in the Congo.]

(Part I, on ONUC, is summarized from Leif Hellstrom's more extensive listings in his exemplary volume, *Fredsflygarna: En Flyget i Kongo 1960-1964* [Freddy Stenboms Forlag, Stockholm, 2003. Note: Despite the absence of English language, the book is a treasure of images and details. Part II, on MONUC, is adapted from information provided by MONUC Aviation Section. Part III, also on MONUC, is reconfigured from a U.N. Procurement Division document stating that mission's acquisition plan for last year [2007], perhaps soliciting bids.)

ONUC Air Assets: 1960-1964

A. Military (mostly):

Bell H-13/Bell 47	6
DHC Beaver	4
DHC Otter	8
Douglas C-47*	19
Douglas DC-3	2
English Electric Canberra	8
Fairchild C-119*	9
North American F-86*	13
Piper Super Cub	6
Piper Tri-Pacer	1
SAAB J-29*	11
Sikorsky H-19/S-55*	17
Sud-Aviation Alouette II	1

Total: 106

* Various sub-types; see cited work, above, for much more precise details.

B. Civilian Charters:

Carvair	2
Convair 440	1
Curtiss C-46	19
Douglas DC-3/C-47	4
Douglas DC-4/C-54	57
Douglas DC-6	4
Vickers Viking.	2

Total: 89

Many of these airliners/transport also displayed full U.N. markings and colors.

MONUC Air Assets: early-January 2006

Aerospatiale Alouette	4 [m]
Antonov An-24	3 [c]
Antonov An-26	2 [c]
Antonov An-72	1 [c]
Beechcraft B-1900D	1 [c]
Beechcraft BE-200	2 [c]
Boeing 727	1 [c]
DHC-7	1 [c]
DHC-8	1 [c]
Hawker Siddley HS-125	2 [c]
Ilyushin 11-76	3 [c]
Lockheed C-130/L-100	6 [c]
Mil Mi-8	30 [c]
Mil Mi-17	16 [m]
Mil Mi-25	4 [m]
Mil Mi-26	4 [c]
Mil Mi-35	4 [m]

Total: 86

Note: [m] = military unit; [c] = civilian contractor.

MONUC Acquisition Plan (Charter): 2006-2007

A. Helicopters:

Lama	4
Mi-8MTV	5
Mi-17	16
Mi-25	4
Mi-26	3
Mi-35	4
"Police"	2
"Search & Rescue"	2

Sub-total: 40

Last two not specifically labeled for chartering, although still in the "Air Charter Services" listing.

B. Aircraft

An-24	3
An-26	2
B-200	1
B-727-22C	1
B-1900	2
Combi	1
DHC-7	1
DHC-8	2
HS-125	2
IL-76	3
L-100	5
"Regional Jet Airliner"	1

Sub-total: 24

Total 64

Ted Koppel (SAFCH #118), 3506 Belfont Dr., Ellicott City, MD 21043, USA.

U.N.

AVIATION ELEMENTS OF UNITED NATIONS MISSIONS (Aug./Sept. 2004)



	(A) Mission	(B) Location	(C) Aviation unit	(D) Nationality	(E) Service	(F) Equipment
1.	MINURSO	Western Sahara	[?]	[?]		Antonov An-24 "Coke"
2.	MINUSTAH	Haiti	[? unit]	Chile	Army	Aerospatiale SA 330 "Puma" [u]
3.	MONUC	Congo (Dem. Rep.)	[? Avn. Co.] [? Avn Co.]/IAC* [? Avn. Co.]/IAC*	Bangladesh India India	A.F. A.F. A.F.	Mil Mi-17 "Hip-H" Mil Mi-17 "Hip-H" Mil Mi-35 "Hind"
4.	ONUB	Burundi	[? Avn. Plt. ?]	South Africa		Atlas (SA 330) "Oryx" [u]
5.	UNAMSIL	Sierra Leone	[? Avn. Co.] [? Avn. Co.]	Russia Ukraine		
6.	UNFICYP	Cyprus	"UN Flight"/"ARGAIR"	Argentina	A.F.	Bell 212 "Huey" Hughes MD-500D "Defender"
7.	UNIFIL	Lebanon	Avn. Plt./"ITALAIR"	Italy	Army	Agusta Bell AB.205 "Huey"
8.	UNMEE	Ethiopia/Eritrea	"Aviation Unit"	Uruguay **	A.F.	Bell 212 "Huey"
9.	UNMIL	Liberia	[? Avn. Co. ?]	Ukraine		Mil Mi-24 "Hind"
10.	UNMISSET	East Timor	[?Avn. Co.]/"BANAIR"	Bangladesh***	A.F.	Bell 212 "Huey"
11.	UNOCI	Cote D'Ivoire [Ivory Coast]	[?]	[?]		

Actually, there are 16 current U.N. missions, although some do not have an aviation element directly attached.

* IAC = "Indian Aviation Contingent" [not UN designation?]/(Transport Sqdn. & Attack Sqdn. Titles, or just descriptions?)

[u]=unconfirmed

** Replaced Italian Army helicopters, 2003.

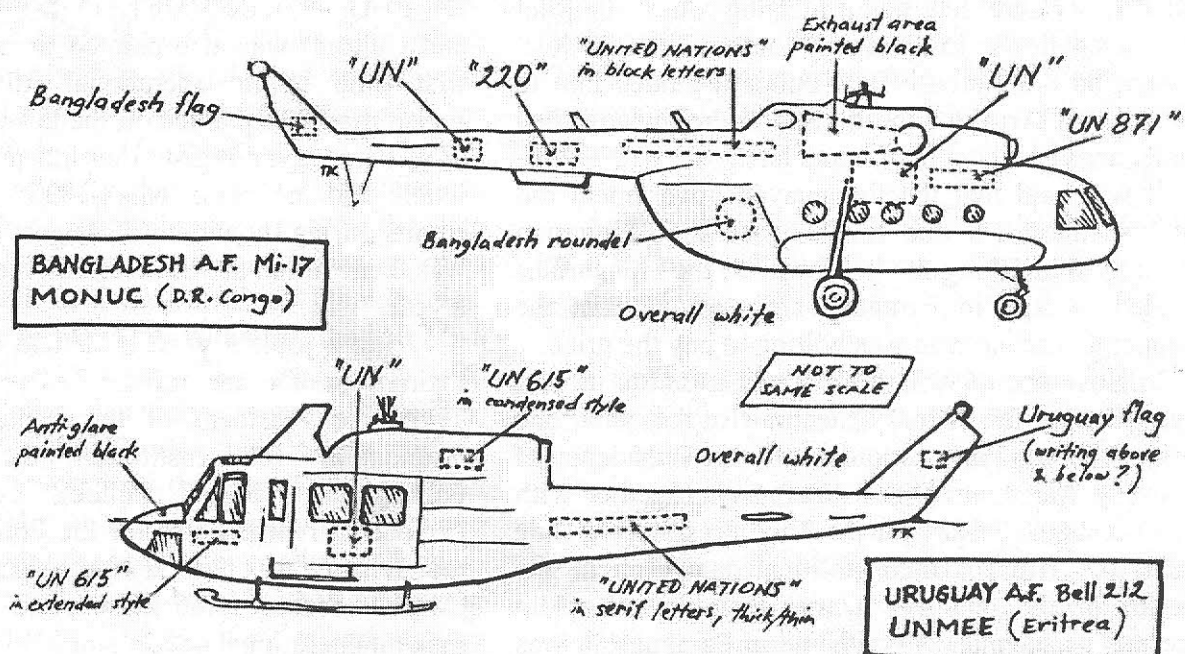
*** Replaced Australian Army "Black Hawk" helicopters, 2004.

Pending the uncovering of more data, future expansion could include, (G) Quantity, (H) Personnel, and (I) Base.

Peace/Force Project, T. Koppel, 11/2004

UNITED NATIONS, Summer, 2004

MULTINATIONAL MISSIONS NOTES:
Ted Koppel



Peace/Force Project, T. Koppel, 2007

The Paraguayan Mil Mi-8 "Hip"

Antonio Luis Sapienza Fracchia

On May 16, 1992, Aeroflot Ilyushin Il-72 CCCP-76819, still bearing the Soviet flag on the tail, landed at Asunción International Airport bringing a very unusual load to Paraguay: a Mil Mi-8 helicopter. This chopper belonged to Phoenix Cargo, a Hungarian company that was interested in selling helicopters to the Paraguayan Armed Forces.

Once the Mil Mi-8 (c/n Mi-8-25380) was unloaded and the main and tail rotor blades mounted, it was taken to Silvio Pettrossi Air Force Base, where it received a new paint scheme. The Hip was painted in overall gloss white with a blue cheatline along the windows. No identification markings were carried.

Demonstration flights were scheduled immediately. The Hip crew consisted of a Hungarian pilot, Imre Deak and a Hungarian mechanic, István Takac. Top rank officers of the Paraguayan Air Force, Army, Navy and Police were invited to fly in the helicopter. They were positively impressed by the capabilities of this chopper that would be the biggest one in service in Paraguay.

The official presentation ceremony took place on May 24, 1992. Some days later, on the 27th, the President of Paraguay, General Andrés Rodríguez, had the opportunity to fly in the Hip. The President took advantage of the flight and asked the pilot to take him and some other government authorities to San Pedro where they had a meeting. Since the pilot had never flown in Paraguay before, he got lost. Finally, an Air Force officer onboard guided him to the town of Arroyo Morotí (San Pedro) where they finally arrived a couple of hours late.

It was said that the Paraguayan government did not buy the Mi-8 due to the price the Hungarian company was asking for it. However, the Hungarians decided to stay in Paraguay anyway and rent the chopper to anyone who was willing to pay the price.

In November, 1992, the Hip was leased to its first client. During the Primary Elections of that year, one of the Colorado Party candidates for the Presidency of Paraguay was Juan Carlos Wasmosy, together with Ángel Roberto Seifart for the Vice Presidency. They rented the Hip for their political campaign in the interior of the country. It was then that this Hip received its second color scheme in Paraguay. It was painted in overall gloss white with a big red heart and

a tiny white star inside on the rear fuselage, on both sides. Large titles WASMOSY-SEIFART were painted in black letters on both sides of the fuselage and the tail boom. The title LISTA 2 was painted in red letters on the side fuel tanks. It was mainly used to take both politicians to various towns and cities in Paraguay, but it was also used to throw political propaganda leaflets over Asunción and some other cities.

Once the Primaries were over, all marks were removed from the chopper which then had an overall gloss white color scheme with no identification marks, getting it ready for its next client. It was then leased to DINAR (Dirección de Narcóticos, the Paraguayan version of the Drug Enforcement Agency/DEA), between January and May, 1993. It was intensively used to fly DINAR personnel to locate and destroy illegal Marihuana plantations and clandestine cocaine laboratories in the Amambay region.

In May, 1993, the Hip was leased to the Ministry of Education and used as a transport and ambulance for four months. Its main task was to transport teachers to and from isolated zones in Paraguay. Some titles were painted in the fuselage: LOS NIÑOS PRIMERO (The Children First) in red letters over a thin red cheatline and under it, the title MINISTERIO DE EDUCACION Y CULTO (Ministry of Education and Culture) was also painted in red letters. For the first time in its operational life in Paraguay a registration was painted on the tail boom; it was not a 'ZP' Paraguayan registration but just its c/n in black letters and numbers: 'MI-8-25380'. It made its last flights during the month of August of that year and it was then parked at Asunción International Airport for a year.

After a jobless year, birds had made nests in the main rotor and the turbines exhaust pipes. In mid 1994, the President of the Santa Rosa de Lima Foundation (an institution that supports the Paraguayan National Police), León Bohanovich, decided to rent the Hip for the Police. But as urgent maintenance was needed after a year of inactivity, the owners ordered some spare parts from Hungary to make it operational once again.

Once the maintenance was over, the Hip flew again and was made ready for what was to be its last job in Paraguay. Its final color scheme was overall khaki except for the top part of the fuselage and the tail boom that were white. A very large title in black letters POLICIA NACIONAL (National Police) was painted on the white section of the fuselage above the windows. The registration was kept on the tail boom. The Paraguayan National Police emblem was painted on the chopper side door, under the window. The titles Fundación "Sta. Rosa de Lima"/ Policía Nacional in black letters were painted on a small white rectangles under the pilot and copilot side windows. The same titles were painted in large black letters under the fuselage.

On August 31, 1994, the Paraguayan National Police received its first helicopter during the celebrations of the National Police Day. In the past, the Paraguayan Police had to use the Air Force or Navy helicopters for its aerial operations. The Hip was equipped to seat 24 fully-equipped policemen plus two crew members. Unofficially, this chopper was baptized as "Lobo del Aire" (Airwolf) just like that famous American TV series of the 1980s. The Paraguayan Police then created the Agrupación Aeropolicial (The Police Air Unit).

During the next three months, the Police Hip performed many missions. Its first operational flight was to the city of Coronel Oviedo where the Police captured a number of outlaws involved in several crimes. Also, DINAR troops participated in the missions supporting the Police forces. The next mission was in San Pedro de Ycuamandiyú, where more outlaws involved in illegal drug traffic were captured. A similar mission was then performed in the area of San Estanislao and Guayaibí.

During the flooding of several regions in Paraguay due to a heavy rainy season, the Hip participated in many rescue missions, and supplied food, clothing, and medicine to isolated communities. For the first time of its life in Paraguay, the Mil Mi-8 was being used intensively. The chopper was so useful for the Police that they assigned an officer, Sub-Comisario Cecilio Torales, who was already a pilot, to receive training on the Hip. The Hungarian pilot, Imre Deak, began the training immediately and Torales began flying the helicopter copilot.

In the morning of November 24, 1994, and in the absence of the Hungarian pilot, Torales and another police officer, Miguel Canata, decided to fly the

helicopter without the permission of their superiors. They sat in the Mi-8 cockpit and ran the engines. Once they reached the max power, Torales took off, but once in the air he could not control the chopper and they crashed against a huge tree. The mortally-wounded helicopter fell and crashed down heavily: All the main rotor blades broke and the fuselage received major damage. Both unfortunate police officers were immediately taken to the Police Hospital. They were not seriously wounded.

At first, it was thought that the Hip could be repaired, but the true fact is that it was never repaired and its remains are still near the place of the accident.

The helicopter proved to be a useful tool for the Police and today, 14 years after the accident, they still does not have any choppers. It was said that the government of Taiwan was going to donate a couple of Bell UH-1Hs for the Police Force in Paraguay, but all the donations actually went to the Paraguayan Air Force. At the present time, both the Police and DINAR have to rely on military helicopters for their aerial operations.

Acknowledgements

The author would like to thank the following Police Officers who gave important information and permission to take pictures of the Mil Mi-8 in 1994: Comisario General Mario Agustín Saprizza Nunes (Commander of the Paraguayan National Police at that time), Comisario Principal Ismael Pozzo (Commander of the Agrupación Especializada) and Comisario DEAP Félix Arnaldo Bogarín Vera (Sub-Commander of the Agrupación Especializada). Thanks are also expressed to Daniel Ferro, Michel Anciaux and Diario Ultima Hora for some of the pictures.

Antonio Luis Sapienza Fracchia (SAFCH# 1160), PO Box 2721, Asuncion, Paraguay. E-mail: aspaienza@ccpa.edu.py

Captions for photos on pages 35-36

- a: Aeroflot's Ilyushin IL-72 CCCP-76819 bringing the Mil Mi-8 of our story to Paraguay. The picture was taken at Asunción International Airport on May 16, 1992. (Photo copyright: Author)
- b: Mil Mi-8 (c/n Mi-8-25380) with its first color scheme in Paraguay. The picture was taken at Silvio Pettirossi AFB in Luque in May, 1992.

Note the FAP Xavantes in the back. (Photo copyright: Daniel Ferro)

c: Mil Mi-8 (c/n Mi-8-25380) with its second color scheme in Paraguay at Asunción International Airport in November, 1992 during its operations with the Wasmosy-Seifart political campaign. (Photo copyright: Daniel Ferro)

d: Mil Mi-8 (c/n Mi-8-25380) with its third color scheme in Paraguay at Ñu-Guazú AFB in January, 1993 while in service with the DINAR. (Photo copyright: Author)

e: Mil Mi-8 (c/n Mi-8-25380) with its fourth color scheme in Paraguay at Asunción International Airport in May, 1993 while serving the Ministry of Education. (Photo copyright: Michel Anciaux)

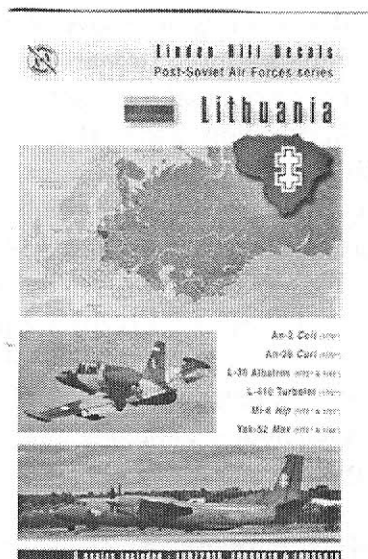
f: Mil Mi-8 (c/n Mi-8-25380) with its last color scheme in Paraguay at the Agrupación Especializada of the Paraguayan National Police in Asunción in September, 1994. (Photo copyright: Author)

g: The Paraguayan Police badge. White shield with black border; red banners with black inscriptions; green laurel wreath; red rooster; yellow star; and orange map of Paraguay with black border. (Photo copyright: Author)

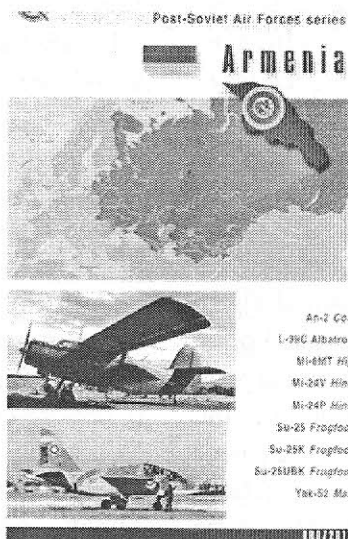
h: The Paraguayan Police Mi-8 lies deadwounded at the Agrupación Especializada base on November 24, 1994, right after the accident. (Photo copyright: Diario Última Hora)

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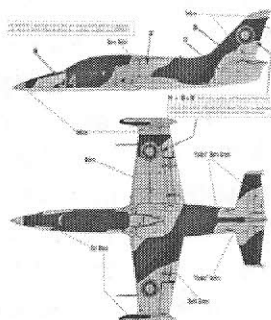
Our friends at Linden Hill have started a new line of decals that should warm the hearts of all modelers with an inclination to build models of modern aircraft of the exotic small air forces. Their **Post-Soviet Air Forces Series** starts with the following three releases:



LHD72016: Lithuania. \$15.99 (multi-scale sheet. 1/72 decal options for An-26, An-2, L-39ZA, L-410T x2, Yak-52, Mi-8MTV-1. 1/48 decal options for L-39ZA, Yak-52. 1/35 decal option for Mi-8MTV-1)



LHD72017: Armenia. \$15.99 (1/72 decal options for Su-25 1992 markings, Su-25 2005 markings, Su-25K, Su-25UB, An-2, L-39C, Mi-8MT, Mi-24V, Mi-24P, Yak-52)



LHD72018: Georgia. \$15.99 (1/72 decal options for Su-25 2007 markings, Su-25UB 2007 markings, An-2, L-29, L-39, Mi-8T, Mi-8MT, Mi-24V, Mi-24P, MiG-21UM, UH-1H Huey x2).

The decals for each of these sets are superbly printed in perfect register with brilliant colors. All the serials and other markings (excluding the stenciling) are provided of all the a/c listed. Although I haven't matched up the national insignia with the subjects, it appears that there are sufficient national insignia to do all the a/c illustrated in the instruction booklets. The Armenian national insignia are a particular challenge because of all changes that have taken place during the short existence of its air force. The

modeler is asked to combine decals to make some of the rarer Armenian national insignia.

Speaking of the instruction booklets: These are almost worth the price of the sets by themselves. Each consists of eight large pages full of color photos (taken exclusively for Linden Hill) and color profile and plan view drawings. For example, the Georgia set includes 12 photos, 15 color profiles and 4 plan views. Taken together, these provide camouflage patterns and marking placements for all a/c. As a bonus, each set has a one-page history of the country and its air force.

These superb decals can't be too highly recommended to all small-air-force enthusiasts who are also modelers.

Similar sheets are available in the larger scales:

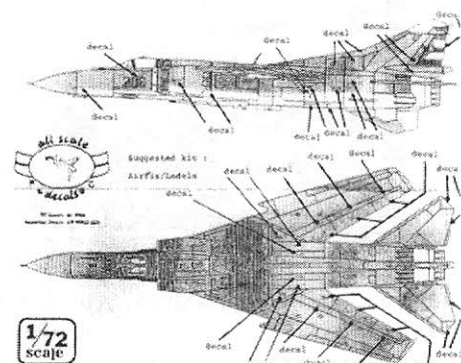
LHD48017: Armenia. \$15.99 (1/48 decal options for Su-25 1992 markings, Su-25 2005 markings, Su-25K, Su-25UB, L-39C, Mi-24V, Mi-24P, Yak-52)

LHD48018: Georgia. \$15.99 (decal options for Su-25 2007 markings, Su-25UB 2007 markings, L-29, L-39, Mi-24V, Mi-24P, MiG-21UM, UH1H Huey x2)

LHD35017: Armenia. \$10.99 (decal options for Mi-8MT, Mi-24V or Mi-24RKhR)

LHD35018: Georgia. \$14.99 (decal options for Mi-8T, Mi-8MT, Mi-24V, UH-1H Huey x2)

Order directly from Linden Hill Decals, Linden Hill Ltd., PO Box 543, Crugers, NY 10521, USA. E-Mail: contact@lindenhillimports.com. Website: www.lindenhillimports.com.

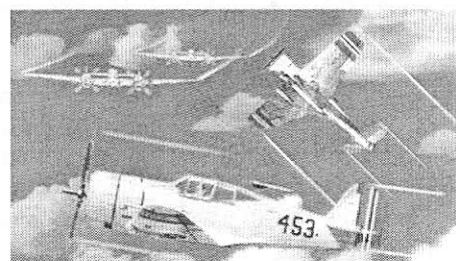


MiG-21MF Flogger B, Cuban Air Force. 1/72-scale decals, All Scale Decals, 757 Emery St. #106, Imperial Beach, CA 91932-2231, USA. \$4.00.

This set consists of stenciling on two sheets (23 95 mm by 63 mm, and 50

mm by 60 mm) The Cuban nation markings on the rudder (the only national marking carried by this a/c) are provided on a third sheet (35 mm by 20 mm). The red a/c number '206' is included on the sheet of stenciling.

Besides the drawing showing the placement of the stenciling (reproduced above), the instructions include a color 2-view drawing of the camouflage scheme.

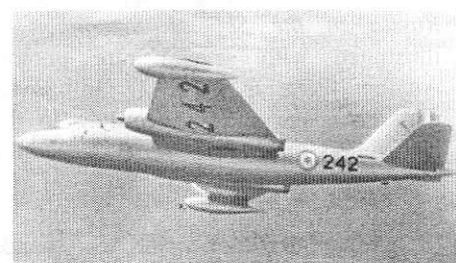


Curtiss Hawk 75, Norwegian Air Force. 1/72-scale decals. All Scale Decals, 757 Emery St. #106, Imperial Beach, CA 91932-2231, USA. \$3.00.

This nice little sheet (105 mm by 55 mm) provides the decals for the national insignia (wing-tip and rudder stripes) and aircraft number '453' for a Norwegian Hawk 75 serving with Little Norway in Toronto, Canada. The aircraft numbers are printed on the aluminum back-ground color of the aircraft, thus avoiding the need for the modeler to closely trim these decals.

Don't let the color drawing on the instruction sheet fool you. It depicts "two Norwegian Hawk 75 scramble to intercept two Me-110 Zerstörers over the Norwegian campaign in 1942" This might have been if the Germans had delayed their invasion of Norway until 1942. During the actual invasion in 1940, the Norwegian Hawks were still in their crates and did not take any part in the fighting..

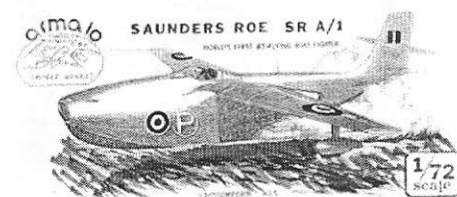
Nevertheless, a great little decal set.



English Electric Canberra, Peruvian Air Force. 1/100-scale decals for the Kader/Lincoln kit. All Scale Decals, 757

Emery St. #106, Imperial Beach, CA 91932-2231, USA. \$3.00.

This set is in keeping with All Scale Decals objective of providing decals for "odd-scale" kits. This small sheet (105 mm by 70 mm) provides the red/white/red roundels and fin flashes, and the black aircraft number '242' for a 1/100-scale Canberra kit. Once again the roundels and numbers are printed on the aluminum back-ground color of the aircraft, thus avoiding the need for the modeler to closely trim these decals.



Saunders Roe SR A/1. 1/72-scale decals. All Scale Decals, 757 Emery St. #106, Imperial Beach, CA 91932-2231, USA. \$3.00.

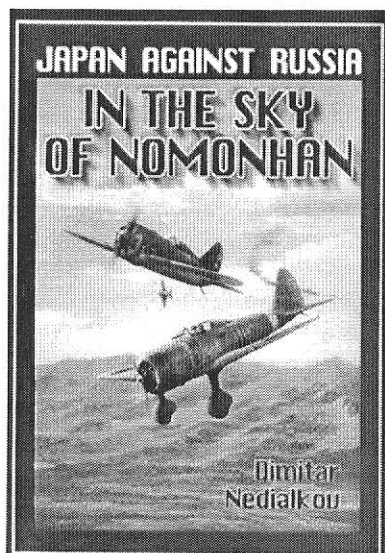
This set is for the Armalo kit of the world's first jet-power seaplane fighter. The small sheet (88 mm by 67 mm) contains the roundels, fin flashes, serial numbers, and prototype "P" markings. The serials and "P"s are printed on the aluminum back-ground color of the aircraft, thus avoiding the need for the modeler to closely trim the decals.

The Armalo vacuform kit of the SR A/1 is available from All Scale Decals or from the SAFCH Sales Service.

Grumman F9F-8 Cougar, US Navy Blue Angels. 1/52-scale decals for the Revell/Lodela kit. All Scale Decals, 757 Emery St. #106, Imperial Beach, CA 91932-2231, USA. \$4.00.

This medium-size sheet (103 mm by 80 mm) provides markings to build any one of the four Cougars flown by the Blue Angels. The sheet provides the Blue Angels logo and shield, "US Navy" inscription, a/c numbers '1' to '4', and serials for a/c '131205', '131208', '131210', and '131211'.

If you have this odd-scale kit in your loft, this sheet should inspire you to dust it off and finally build it.



Japan Against Russia in the Sky of Nomonhan; by Dr. Dimitar Nedialkov. 128 pages (175 mm by 245 mm); Laminated hard covers with 11 color profiles, 3 line drawings, 8 b/w pencil sketches, 68 b/w photos, Author's photo in color, 8 graphs, charts and maps. Published by Propeller Publishing, Sofia, 2005. English text. ISBN 954-9367-33-9.

An order information card inside Part 2 of *Bulgarian Fighters* has drawn my attention to this gem, which for whatever the reason, has escaped the eyes of most but a few aviation enthusiasts since its debut in 2005. To date, Dr. Nedialkov's *Japan Against Russia in the Sky of Nomonhan* remains the only book in English detailing the Nomonhan Conflict. Prior to the acquisition of Dr. Nedialkov's book, my knowledge of the Nomonhan Conflict relies on the English translation of a Russian book – *In the Sky of China*. Japanese publications including *Aireview's Japanese Army Air Force Fighter Units and their Aces*, and a few other Chinese publications also provide, albeit incomplete, bits and pieces of information on air operations over the Nomonhan areas. Whereas land operations in the same areas have already been well covered in various English, Chinese, and Japanese publications including General Zhukov's biography; Dr. Nedialkov's book has brought to readers an account of combined air-land operations in the Nomonhan theatre.

Dr. Nedialkov's book is divided into eight sections. Each section is preceded by a well-executed pencil sketch, which

depicts air actions in the sky of Nomonhan. Headings of the sections are as follows: (1) Tension Grows. (2) The potential of the Aviation Components in the Region. (3) The Conflict Begins. (4) Unconventional Zhukov. (5) Fighting for the Air Superiority. (6) The Closing Battles. (7) The Last Rush. (8) In Search of Victors and Vanquished

In narrating the Nomonhan land and air operations, Dr. Nedialkov has drawn records from both participants of the conflict for a more balanced presentation. Since the 1990s, as more and more Russian and Japanese records are becoming available, historians John Lundstrom, Frank Olynyk, Jim Sawruk, Christopher Shores, Lennart Andersen, Sam Liu, Clarence Fu, Gary Lai, Minoru Kamada, and the like have taken advantage to re-visit and break new grounds of hitherto well established and accepted historical accounts. Dr. Nedialkov has also been comparing Russian and Japanese references. The result is a clear, concise, and non-biased analysis of the Nomonhan War. Being an active pilot himself, Dr. Nedialkov has given readers a professional assessment envied by armchair aviation writers. Examples include his comments on the Douchet's doctrine; his affirmation of the principle, which emphasizes air supremacy and ultimately victory does belong to the one with greater strategic reserves (pages 67-68), and in the last section – *In Search of Victors and Vanquished*, Dr. Nedialkov stresses that Nomonhan remains as a place, where massed use of air power was the means to achieve decisive objective in high-intensity local military conflicts.

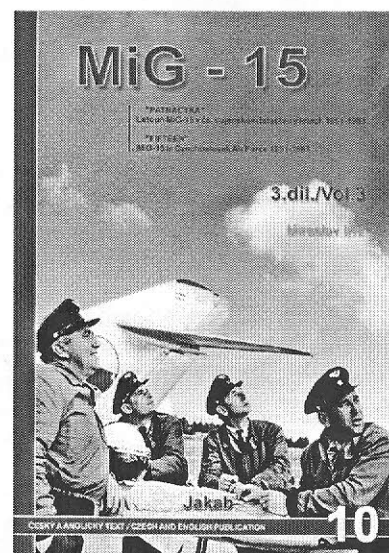
Dr. Nedialkov's *Japan Against Russia in the Sky of Nomonhan* is illustrated with several rare photos. Among them is a Ki-27 in Soviet marking (page 119). According to the description on pages 69-70, during the engagement of July 25, 1938, *M Sgt Sintaro Kadzima* had to force land on Mongolian territory, ShKAS rounds having pierced his petrol pipe and fuel tank. In skilled hands, the otherwise sound airplane landed well. Another sergeant from Kadzima's 11th Sentai, *M Sgt Bunji Yosiyama*, landed nearby and

plucked his comrade. However, a valuable trophy had fallen into Soviet hands, being sent to a Moscow test center as early as 27 July.

Below are the few minor misprints in the texts: *Sheng-Kyu-Feng* (Zaozernaya) in Line 11 of the second paragraph on page 4 should be spelled *Zhang-Gu-Feng*. The acronym SSS in Line 6 of the third paragraph on page 4 has not been defined. *They Japanese* in Line 6 of the third paragraph on page 69 should be *The Japanese*. *As a result of that that* in Line 7 of the first paragraph on page 92 appears to have an extraneous *that*. *Imperial* in the caption of the second photo on page 112 should be spelled *Imperial*.

Japan Against Russia in the Sky of Nomonhan is an excellent book, which Dr. Nedialkov has provided a thorough and in-depth research. Reader interested in obtaining a copy of Dr. Nedialkov's *Japan Against Russia in the Sky of Nomonhan* or his other titles may contact: Dimitar_nedialkov@yahoo.com or bou.ebay@gmail.com.

D Y Louie, P.E. (SAFCH #544)



MiG-15 in Czechoslovak Air Force 1951-1983: Vol. 3, by Miroslav Irra. Czech/English text, 96 A-4 size pages including 7 pages of scale drawings and 7 pages of color photos. Softbound. (2007). ISBN 978-80-87161-01-2. Published by Jiří Jakab, Nevojsice 144, 685 01 Bučovice, Czech Republic. E-Mail: jakab@jakab.cz

This is the third, and last, volume in the series on the MiG-15 in Czechoslovak Air Force service. The first volume covered the service history. The second volume described the various subtype MiG-15 and listed the history of each individual aircraft. This, the third volume, covers the following:

"Knights of the Air in the Jet Age". 13 pages including 28 photos on Czechoslovak MiG-15 acrobatic teams

"Steel Bird or Flying Coffin?" During its service in the Czechoslovak Air Force, 140 pilots died in MiG-15 accidents. This 28-page section examines the safety record of the MiG-15 to determine if these losses were excessive or a reflection of the usual difficulties associated with the introduction of a radically new aircraft. There are 22 photos and 16 pages of tables listing every accident by date, pilot, type of MiG-15, serial number, and circumstances of the accident. Unfortunately, these tables are in the Czech language only.

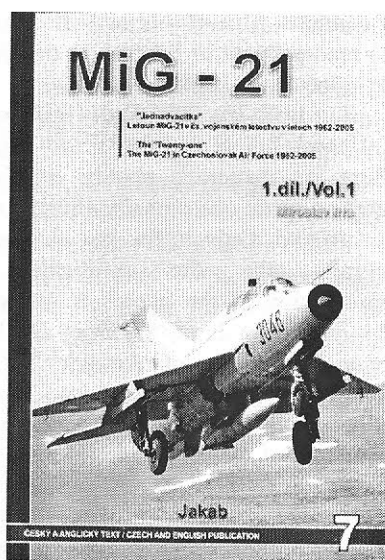
"Camouflage and Markings" There not much said about camouflage since the MiG-15 retained its natural metal finish throughout its career in the Czechoslovak Air Force. On the other hand, markings receive extensive discussion with 18 pages including 43 photos (4 in color) and 2 color profile drawings. A table lists the unit-identification letters by unit, squadron, and date assigned.

The appendices include 7 pages of scale drawings, 7 pages with 47 color photos of exterior and interior details of museum aircraft, and 15 pages of tables.

An interesting sidelight is the discussion of the only Czechoslovak woman to fly a jet fighter. Eleonora Báčová made her first flight on an S-102 in May of 1955. Her flying activities ended on 30.11.56 on orders of the high command. She had a total of 1102 flights and 339.36 hours, of which about 60 hours were flown in S/CS-102.

MiG-15 in Czechoslovak Air Force 1951-1983: Vol. 3 is an excellent companion to the previous two volumes of this series. The English text is excellent and very complete; the photos are unique and well reproduced. This series is recommended to anyone interested the post-war Czechoslovak Air Force and/or the MiG-15.

Review copy provided by Jiří Jakab of Jakab Publishing.



MiG-21 in Czechoslovak Air Force 1962-2005: Vol. 1, by Miroslav Irra. Softbound. (2007) Czech/English text, 96 A-4 size pages (24 in color) including 11 color profile drawings. Czech/English text. ISBN 978-80-903637-8-6. Published by Jiří Jakab, Nevojice 144, 685 01 Bučovice, Czech Republic. E-Mail: jakab@jakab.cz.

This is the first volume of a series on the MiG-21 in the Czechoslovak and Czech Republic Air Forces. The first 41 pages are devoted to the service history and the remaining pages describe each variant of the MiG-21 used by in Czechoslovak and the Czech Republic. The MiG-21 service coincided with many significant events in the post-WWII history of Czechoslovakia and the Czech Republic.

The first MiG-21 variant that saw service with Czechoslovakia was the MiG-21F-13 that served from 1961 to 1972. All but the first few of these were produced in Czechoslovakia: 194 for the Czechoslovak Air Force, 26 for Egypt, and 12 for Syria. The next variant was the MiG-21PF. The "P-F" was not liked because of its high landing speed (340 km/hr). It was said to be "the fastest aeroplane in the world, regrettably only on landing". A more serious deficiency was that it carried only 2 missiles and had no guns so that after firing off it missiles it was defenseless. The next variant, the MiG-21PMF, introduced blown flaps to reduce the landing speed.

Several F-13 became lost because of navigational problems and force landed in Austria or West Germany. The circumstances of these "incursions" are described by the author.

The "Prague Spring" of 1968 and the subsequent invasion by Warsaw Pact forces impacted Czechoslovakia's MiG-21. Several MiG-21 unit planned to defect to the West, but the Soviets occupied the airfields before the plan could be carried out. The "Iron Curtain" was re-erected and pilots were "put under psychological pressure to develop an implacable hatred for the class enemy" and "voices literally calling for the intruder's blood were heard at the higher levels of command".

With the fall of the Berlin Wall and the dissolution of the Soviet empire, Czechoslovakia signed a European treaty that allowed the Air Force to reduce its inventory from 440 to 345 combat airplanes.

In 1992, with the division of Czechoslovakia into the Czech Republic and the Slovak Republic, an agreement was made to split the air components on a 2:1 ratio. Of 162 MiG-21, 92 remained in the Czech Republic.

With the entrance of the Czech Republic into NATO, ten of the remaining MiG-21s were upgraded to NATO standards. "The last machines in service or put away in 2005 were offered for sale in the first half of that year."

The presentation of MiG-21 variants begins with a technical description followed by a discussion of the camouflage and a table listing the history of each individual aircraft. Unfortunately, these tables do not have any English text.

Regarding the camouflage colors, the text says, "Most, or perhaps all, Czechoslovak Fs had all surfaces sprayed in clear lacquer, which is also true for other versions – the so-called duralumin color, at least up to the 1960's, and probably in later years as well."

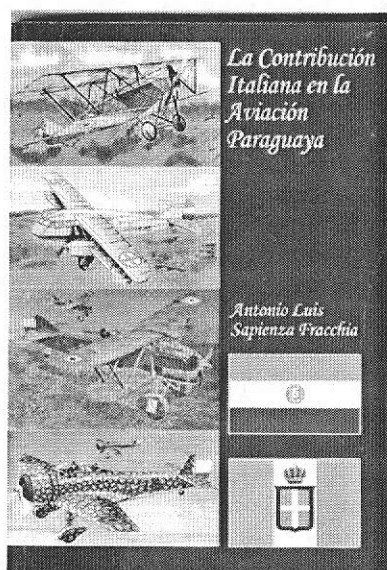
The discussion of the variants can be summarized as follows: MiG-21F-13: (164 a/c). 8 pages including 6 photos and 3 side-view drawings. MiG-21PF (39 a/c) 5 pages including 2 photos and one side-view drawing. MiG-21PFM (50 a/c) 4 pages including 4 photos and one side-view drawing. MiG-21R (25 a/c) 3 pages including 2 photos and one side-view drawing. MiG-21M (24 a/c) 2 pages including one photo and one side-view drawing. MiG-21MF (102 a/c) 8 pages including 7 photos and one side-view drawing. MiG-21MFN (10 a/c modified to NATO capability) one page. MiG-21U (11 a/c) 2 pages including 2 photos and 2 side-view drawings. MiG-21US (13 a/c)

2 pages including 2 photos and one side-view. MiG-21UM (33 a/c) 5 pages including 7 photos and 2 side-views.

Color profile drawings are: 13-F (6), PF (3), and PFM (2).

MiG-21 in Czechoslovak Air Force 1962-2005: Vol. 1 is an excellent book for anyone interested in the Czechoslovak/Czech Republic AF from before the Prague Spring through the Velvet Revolution, until the entry of the Czech Republic into NATO. It is also recommended to anyone confused about the various variants of the MiG-21.

Review copy provided by Jiří Jakab of Jakab Publishing.



La Contribucion Italiana en las Aviacion Paraguaya, by Antonio Luis Sapienza Fracchia. (PO Box 2721, Asuncion, Paraguay. E-mail: asapienza@ccpa.edu.py)

The latest book by Antonio Sapienza (SAFCH #1160) describes the contributions of Italian airmen to the development of aviation in Paraguay. This book is somewhat of a departure from the books I usually review for SAFO since it is concerned more with personalities than with aircraft. My Spanish is practically nonexistent, but I thought my reviews would be useful for similarly-challenged readers. The photographs and knowledge of aeronautical terminology allows us to extract pertinent information from the Spanish text. However, when the narration concerns personnel, the information I can extract is minimal. Therefore, I will limit this review to a brief description of the physical aspect of the book and a reproduction of the table

of contents. This should be sufficient for the reader fluent in Spanish to decide on the value of the book.

The book has 297 pages (160 mm by 220 mm) bound between card covers. There are numerous photos, mostly of people with an occasionally aircraft in the background. Only in the last chapter do aircraft take the spotlight. The reproduction of the photos is mediocre. The only color is on the front and back covers; paintings of Ansaldo SVA-5, Breda Ba.44, Fiat CR.32, & Caproni AP.1 on the front cover, and profile drawings of Macchi-Lohner L.3, Fiat CR.20, & Macchi M-18 on the back cover.

The author writes, "The best way to order the book is to send me an e-mail (requesting a copy of the book) to: asapienza@ccpa.edu.py. The price of the book for the U.S. customers is 35 dollars (the book is 25 and airmail is 10) and 45 dollars for European customers. The best way to send the money is via WESTERN UNION or MONEY GRAM. I do not accept check or Paypal and sending cash by regular mail is too risky."

Gary Kuhn (SAFCH #257) offers way to obtain Tony's book, "Perhaps Tony Sapienza can explain how SAFistas might possibly buy his book. (When or when will PayPal exist everywhere?) I can offer a few for 50 dollars/euros postpaid. The box of seven, sent to me by Tony would probably be sufficient.

"I still have approximately eleven SNC and six T-6 Uruguayan booklets for sale. (See reviews in SAFO #114 & #122.) Their author, Rolando Grasso, intends to publish the FAUruguay F-51 next. Surely a popular choice!" Kuhn (SAFCH #257), 23-D Crusader Avenue East, West St. Paul, MN 55118. E-mail: ggkuhn@earthlink.net.

Lockheed Hercules Production List 1954-2009 26th Edition. Lars Olausson. '60 pages, spiral bound. In Europe £10. or €15. Rest of world US\$23 airmail included. Cash in envelope to Lars Olausson, Örnuddevägen 234, S-530 32 Satenas, Sweden. E-mail: larsolausson@telia.com.

If you haven't seen Lars' monumental labor of love on the Hercules, you're missing a real treat. These books set the standard of how to document the history of an aircraft type.

The main body of the book is the 129-page "Production List" section that gives c/n (construction number), model (Lockheed designation), to (list of all users), reg (registration used by each user), del (delivery date to each user), & history/remarks for all Hercules from c/n 1001 delivered to the USAF in 55 to c/n 5630 to be delivered to the RNoAF 1008. (Dates are year, month, day: "55" is 1955, "1008" is October 2008, and "070827" is 27 August 2007.)

New information presented on the "Forward" to the 26th edition includes: The C-130J is well established. The production continues at a low rate, and US orders are coming, erratically (sic). Orders have been signed with Canada (17) and Norway (4), and an order with India (6) seems to be secured." And, "At the time of writing, Poland has not yet got theirs from AMARC (Aerospace Maintenance and Regeneration Center), with 'new' center wings from lower-time AMARC airplanes. The center wing problem has resulted in a stream of airplanes to AMARC."

Another useful section is "Destroyed Aircraft (in chronological order)". The most recent loss reported is RAF c/n 4230 on 070827: "night crash landing in southern Afghan dirt strip. Blown up by British Army."

For the enthusiast searching for information on the Hercules of a specific country, the "Government Operators and Owners (past and present fleets)" provides the c/n of all a/c operated so that the history of the individual a/c can be found in the Production List.

History/Remarks includes dates of transfer to other units or operators, note on color schemes observed on specific dates, and other observations. For example, Kuwait AF KAF325 (0403 white top, grey bottom, 900802 evacuated to Saudi Arabia; 9903 Sogerma, 0103 Sogerma, fuselage only, 0206 to KAF, 0207 flying, 0802).

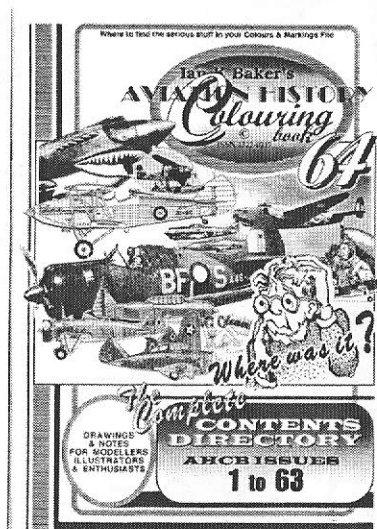
The author makes a plea for assistance: "There is much information missing on the ex-US C-130As and C-130Bs in Africa and Latin America (Mexico!). I need to know more about the ties between LAC construction numbers and the different country's registrations." Lockheed Hercules Production List is highly recommended to everyone interested in the Herky Bird in particular and to anyone who would like to see how

best to record the history of a particular a/c type.

[Ed: The review copy is available for the SAFCH Sales Service for \$20 US or \$24 rest of world postage included. Also, older editions are available at half this cost. I'll send the most recent edition available at the time the order is received.]

Aviation History Colouring Book

Ian K. Baker, 31A Mercer St., Queenscliff, VIC 3225, Booklets are obtainable air mailed to anywhere direct from Ian Baker. An order form (including alternative payment details in other currencies) mailed upon request. Booklets are also stocked by several specialist bookshops and hobby shops. Find them on the Internet. USA: M&Models (Illinois). UK & Europe: Mushroom Model Publications (Herts). NZ: NZ Models (Invercargill).



As usual, I will let Ian describe this latest in his series on color and markings for aviation historian, artist, restorer, and modeler.

"Finally compiled- Here is the AHCB Directory we had to have! The job was at first postponed. But in the end there was no ducking it! Several more queries and requests from readers for advice or information relating to content of currently available back issues - and beyond - brought me once again to this task. *Something had to be done!*

"Would a formal index be the answer? Unless it was going to become

mind-numbingly dense, the answer was no.

"Maybe just setting out the tables of contents for each booklet might be sufficient? One might as well flip through the booklets themselves, at that rate.

"The specific content of the AHCB series actually falls quite readily into several distinct topic groupings. It seemed therefore that the way to go should be to treat each grouping or section individually. So that is what has been done, with every section's contents designed for clarity and maximum ease of use. With this 30-page directory you will be able to easily track down every aircraft drawn, every colour described and every bit of information that has ever appeared in AHCB from issue 1 to issue 63.

"This directory should prove to be a convenient and enduring point of reference, both now and into the future, for all those with a collection of AHCB.

"This directory can also be of real interest, perhaps even a revelation, to anyone less familiar with the series. Browse it to discover items of content you might not have been aware of before, and then track down a particular back issue."

Not much to add to this except for the titles of the topic grouping: "All the Titles from 1 to 63". "All the Aircraft Drawings". "Colour Schemes & Markings Described/ Discussed". "Colour Chip & Colour Cards", "Colour Matching". "Specific Colours Described/ Discussed". "Camouflage & Markings Diagrams, Charts/Lists, Documents", "Special Items". And. "Book Briefs".

Enciclopedia de la Aviacion Militar Espanola

Quirón Ediciones, C/Cromo P. 18-20, Poligono Industrial San Cristóbal, 47012 Valladolid, Spain. E-Mail: quiron@quironediciones.com. Web Site: www.quironediciones.com. Each 3.20 Euros.

#115 (pages 1831 to 1842) "CASA C-295" 10 pages including 5 photos, 2 color profile drawings (Spain & Jordan), color 3-view drawing (Spain), and scale 3-view drawing. Caudron G-3" 2 pages including 2 photos.

Color insert profile drawings: (1) "Macchi M.18" M-NMOS de la Aeronautica naval. (2) "Aerospatiale SA-

319B Alouette III" UHEL II de las FAMET, en el Sahara.



#116 (pages 1943 to 1958) "Caudron G-3" continued. 4 pages including 5 photos, a color profile drawing, and a scale 3-view drawing. "Caudron C.59" 4 pages including 2 photos, 2 color profile drawings (Republican & Nationalist), and a scale 3-view drawing. "Caudron C.270, C.271, C.272, C.275, y C.276 Luciole" 8 pages including 5 photos, 5 color profile drawings (Republican, Nationalist, & post CW), and scale 3-view drawing.

Color insert profile drawings: (1) "Aerospatiale SA-319B Alouette III" Z.16-2, EC-STF del 803 Escuadron del SAR en Cuatro Vientos, 1973. (2) "Miles M.3 Falcon" 30-168 del Ejército del Aire.

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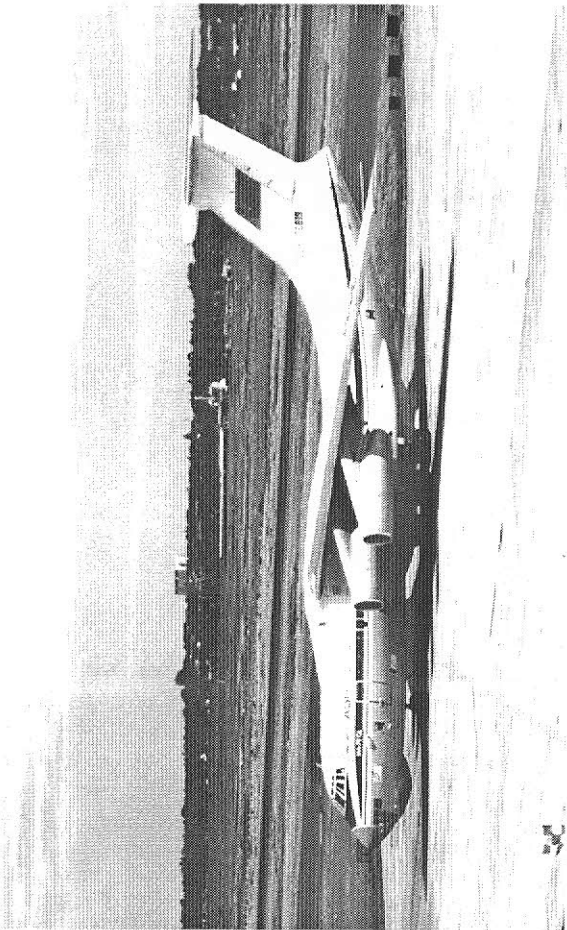


Figure a

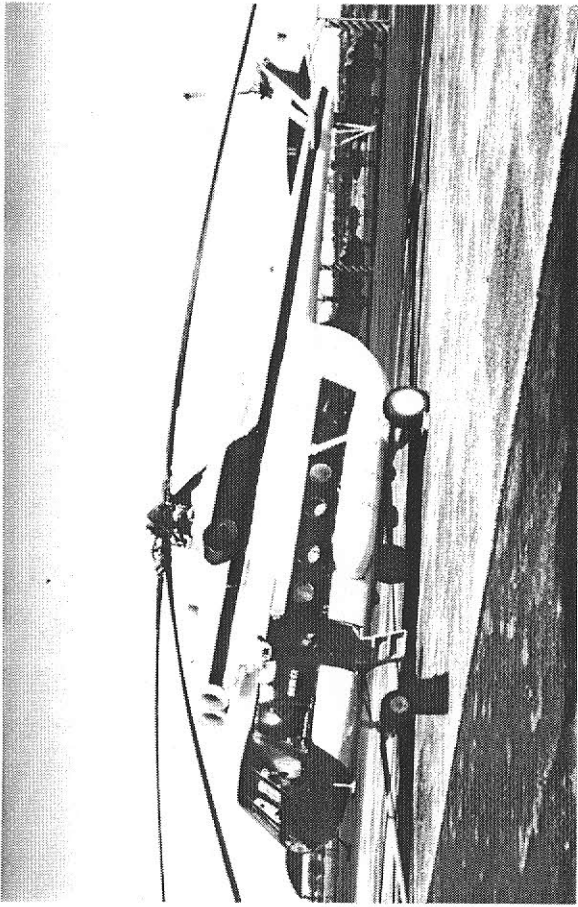


Figure b

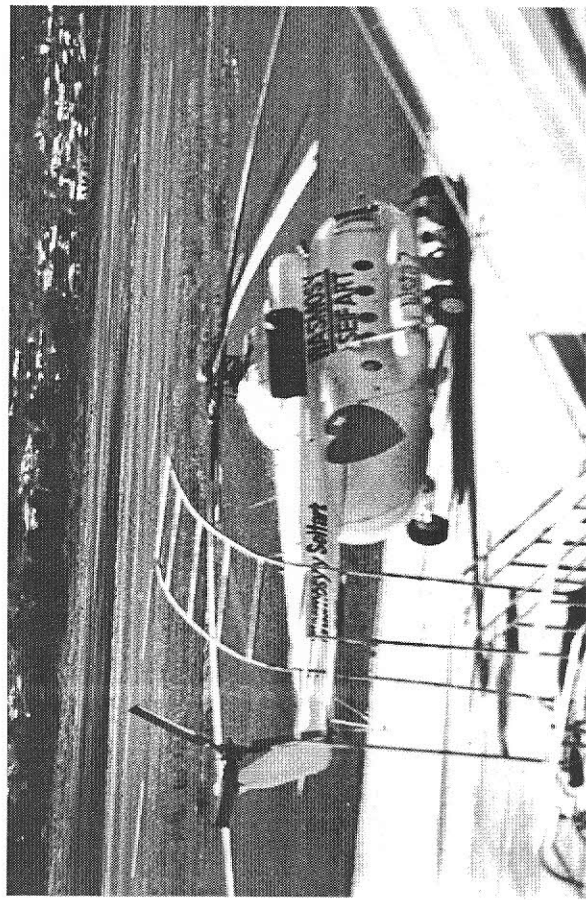


Figure c

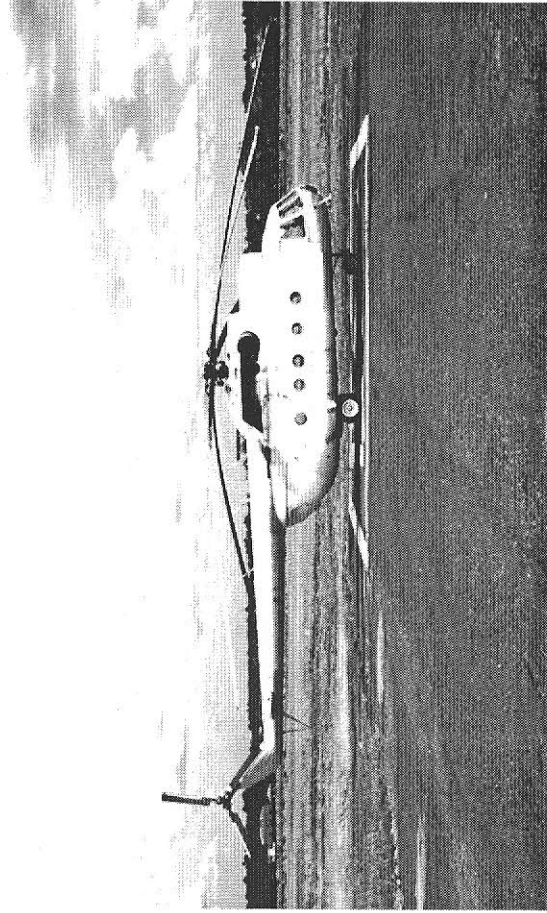


Figure d



Figure f



Figure h

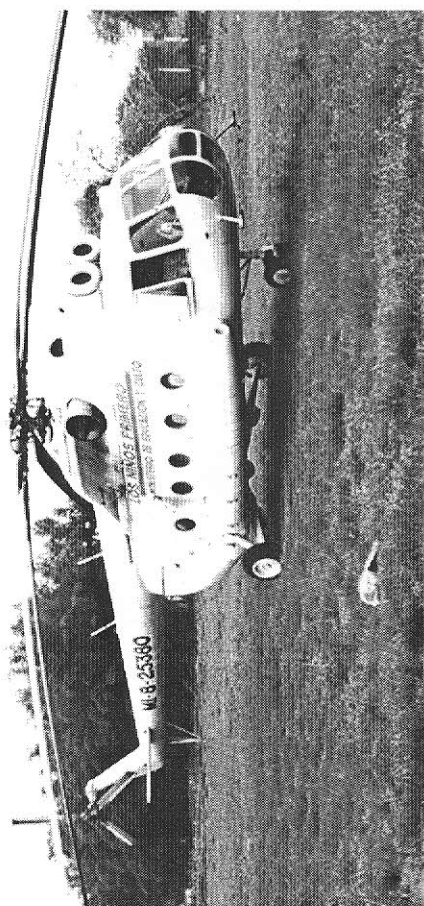


Figure e



Figure 7g